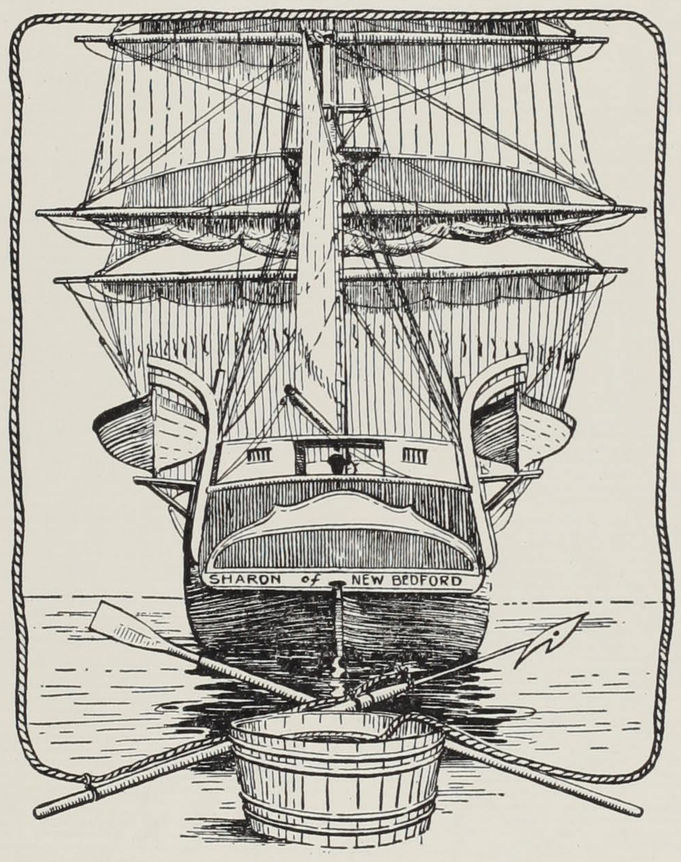
JUNIOR
MUTINY

NEWS ITEMS AND
COURT TRIAL
COPY OF LOG BOOK

— FROM —
WILLIAM H. TRIPP
165 NEWTON ST.
NEW BEDFORD, MASS.

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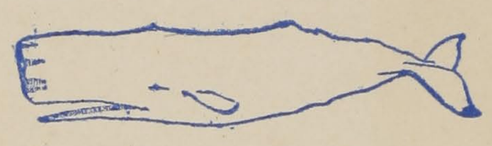
Property of
William H. Tripp



THE KENDALL WHALING MUSEUM

Records of the "JUNIOR" Mutiny

W. H. TRIPP.



MAR 5 - 1922

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CREW LIST.

JULY 21 - 1857

Of ship Junior, Capt. Archibald Mellen, Jr., which sailed from this port to-day, for Pacific Ocean :

Nelson Provost, New Bedford, mate; Henry L. Lord, do. second mate; John Smith, Boston, third mate; Cyrus Plumer, Providence, Joseph Venus, William Sampson, Buffalo, N. Y., Joseph Brooks, Utica, N. Y., boatsteerers; Adam Canel, New York city, cook; Hugh Duff, Plymouth, steward; Herman Graff, cooper; Jacob Rike, New York city, Charles Keison, Philadelphia, Pa., John Louis, Boston, David Carter, Charleston, S. C., Antone Ludwig, Rochester, N. Y., Charles F. Fiefield, Fryburg, Me., William H. Marlatt, Troopsburg, N. Y., Henry Collins, Philadelphia, I. W. Hutchins, New Putland, Me.. Henry Mason, Easton, Pa., John I. Hall, New Bedford, Charles R. Mansfield, Charlotte, Vt., Cornelius Burns, Little Falls, N. Y., Charles H. Stanley, Penfield, N. Y., Wm. Herbert, Newark, N. J., Wm. H. Caither, Albany, N. Y., Owen Duffy, Lowell, Henry Lynch, Williamsburg, N. Y., Samuel Howard, Portsmouth, N. H., John Enes and Frank Stafford, residences unknown, seamen.

Jan. 12-1858

PARTICULARS OF THE MUTINY ON BOARD SHIP JUNIOR.—The following account of the mutiny and brutal murders of Capt. Mellen and Mr. Smith, the third officer, and the attempted murder of the first and second officers of ship Junior, of this port, is copied from the *Sydney Empire*, of Jan. 12th. Every one will hope that the perpetrators of these foul deeds may have been brought to a just punishment before they had an opportunity to commit further atrocities, as they evidently designed.

The Junior sailed from this port on the 21st of July last, and touched at Fayal Aug 21st, clean, since which time she has not been reported until this sad intelligence came. Her officers and crew numbered thirty-two men—Captain, Archibald Mellen, Jr., of Edgartown, this being his first voyage as master; first officer, Nelson Provost, of Nantucket; second officer, Henry T. Lord, residence unknown; and third officer, John Smith, of Boston. The *Empire* says:

Captain Hadden, of the Lochiel, furnished us with a few particulars as reported above, respecting the mutiny which had occurred on board the American whaler, Junior, of New Bedford. This vessel arrived in port yesterday, and we are now enabled to lay before our readers more fully, an account of the horrible atrocities perpetrated by a portion of the crew of this vessel. All the circumstances connected with the case are frightful in the extreme, and are rendered more appalling from the fact, that so far as our inquiries lead us to infer, nothing had occurred to induce mutiny or create insubordination; to use the words of the second officer, who fortunately recovered from the wounds he received, "up to Christmas night there had appeared no dissatisfaction on the part of the crew, nor did anything transpire to show why a mutiny had broken out on board the Junior." We were unable to procure the log-book, but the sequel will show that the disaffection among a portion of the crew arose from no assignable cause. The Junior left New Bedford about six months ago on a whaling cruise, and shortly before Christmas Day arrived on the whaling grounds off the coast of New Zealand, up to which time the crew appeared to be perfectly happy, the men behaved themselves in a proper manner, and although, during a period of six months, no whales had been taken, the men seemed resigned to their ill-fortune and not a murmur pervaded the vessel. On Christmas night, or early on the following morning, while the ship was hove to under a double reefed topsail, five of the crew, one of whom was the carpenter, went down into the cabin with loaded muskets and pistols; here the captain and officers were all sleeping, and nothing but a boat's crew had charge of the ship. These men, the ringleader of whom appeared to be a person named Plummer, went down into the cabin, opened the cabin doors and all fired simultaneously upon the officers, killing the captain and third mate, and wounding severely the other officers. This outrage was no sooner committed than they continued in their bloody deeds, by chopping off the captain's head with an axe and stabbing the 3d officer until he breathed no more. The following morning they hove the two bodies overboard. The second officer received a ball which struck him a little below the breast, and it is expected there will be a great deal of difficulty in removing it. The chief officer had a narrow escape of his life, the balls crossing the cheek and lodging in the left shoulder; two balls have been extracted, but Dr. Nathan is of the opinion there are several remaining. The chief officer-stowed himself away in the hold of the Junior, but having discovered him, after starving for five days, the mutineers promised to spare his life if he would conduct the ship where they could land easily with the whale boats. On Monday last, when about 20 miles from Twofold Bay, the villains lowered two boats and fully equipped them with a good supply of provisions, arms and ammunition, left the vessel, informing those on board that if they attempted to watch their movements, the mutineers would return and murder every soul on board. Previously to this they hove overboard every weapon that might have been employed in self defence, leaving those remaining in the Junior entirely at the mercy of the mutineers, and stated further that they would never be taken, as they intended to board some small schooner, murder all hands, and proceed to some part of the other colonies. Having left the vessel she steered for Sidney, and arrived here yesterday evening. Dr. Nathan attended the wounded officers, and, we are happy to say, they are not in danger. The names of the mutineers are as follows:—James Plummer, ringleader; Messrs. Carter, Hall, Herbert, Baines, Stanly, William Sampson, Jacob Reel, Joseph Brooks, and Cannon, cook.

The following is a list of the mutineers, with their places of residence, as entered on the shipping articles:

Alonzo W. Sampson *alias* William Sampson, 4th mate, Buffalo; N. Y.; Cyrus Plummer, boat-steerer, Providence, R. I.; Adam Canel, cook, (foreigner) New York city; Jacob Rike, carpenter, do., do.; Joseph Brooks, boat-steerer, Utica, N. Y.; David Carter, ordinary seaman; John G. Hall, green hand; Cornelius Burns, green hand, Little Falls, N. Y.; Charles H. Stanley, green hand, Pennfield, N. Y.; William Herbert, green hand, Newark, N. J.

April 2 1858

MUTINY AND MURDER ON BOARD SHIP "JUNIOR," OF THIS PORT.

W. H. Wilkinson, Esq., of Boston, writes to Messrs. D. R. Greene & Co., of this city, agents of the "Junior," enclosing a slip from the *Sydney Empire* of Jan. 12, 1858, giving the particulars of this horrible affair, which we copy. The "Junior," Archibald Mellen, Jr., master, (dead) of Edgartown, sailed from this port on a whaling voyage, July 21, 1857, having a crew of 32 officers and men. She touched at Fayal, August 21, 1857, and proceeded on her voyage, and this is the next report we have from her. Nelson Provost, of Nantucket, was 1st officer; Henry T. Lord, of ———, 2d officer; both of whom were considered out of danger, from wounds received. John Smith, 3d officer, (dead) of Boston.

From the accounts thus far received, it seems almost without a parallel for brutality, no trouble having occurred on board the ship, as it appears, and the inhuman butchery was commenced without the least suspicion, and when the captain and officers were wrapt in a deep sleep, incapable of the slightest resistance.

MUTINY AT SEA AND COLD BLOODED MURDERS. Captain Hadden, of the Lochiel, furnished us with a few particulars as reported above, respecting the mutiny which had occurred on board the American whaler, Junior, of New Bedford. This vessel arrived in port yesterday, and we are now enabled to lay before our readers more fully, an account of the horrible atrocities perpetrated by a portion of the crew of this vessel. All the circumstances connected with the case are frightful in the extreme, and are rendered more appalling from the fact, that so far as our inquiries lead us to infer, nothing had occurred to induce mutiny or create insubordination; to use the words of the second officer, who fortunately recovered from the wounds he received, "up to Christmas night there had appeared no dissatisfaction on the part of the crew, nor did anything transpire to show why a mutiny had broken out on board the Junior." We were unable to procure the log-book, but the sequel will show that the disaffection among a portion of the crew arose from no assignable cause. The Junior left New Bedford about six months ago on a whaling cruise, and shortly before Christmas Day arrived on the whaling grounds off the coast of New Zealand, up to which time the crew appeared to be perfectly happy, the men behaved themselves in a proper manner, and although, during a period of six months, no whales had been taken, the men seemed resigned to their ill-fortune and not a murmur pervaded the vessel. On Christmas night, or early on the following morning, while the ship was hove to under a double reefed topsail, five of the crew, one of whom was the carpenter, went down into the cabin with loaded muskets and pistols; here the captain and officers were all sleeping, and nothing but a boat's crew had charge of the ship. These men, the ringleader of whom appeared to be a person named Plummer, went down into the cabin, opened the cabin doors and all fired simultaneously upon the officers, killing the captain and third mate, and wounding severely the other officers. This outrage was no sooner committed than they continued in their bloody deeds, by chopping off the captain's head with an axe and stabbing the 3d officer until he breathed no more. The following morning they hove the two bodies overboard. The second officer received a ball which struck him a little below the breast, and it is expected there will be a great deal of difficulty in removing it. The chief officer had a narrow escape of his life, the balls crossing the cheek and lodging in the left shoulder; two balls have been extracted, but Dr. Nathan is of the opinion there are several remaining. The chief officer stowed himself away in the hold of the Junior, but having discovered him, after starving for five days, the mutineers promised to spare his life if he would conduct the ship where they could land easily with the whale boats. On Monday last, when about 20 miles from Twofold Bay, the villains lowered two boats and fully equipped them with a good supply of provisions, arms and ammunition, left the vessel, informing those on board that if they attempted to watch their movements, the mutineers would return and murder every soul on board. Previously to this they hove overboard every weapon that might have been employed in self defence, leaving those remaining in the Junior entirely at the mercy of the mutineers, and stated further that they would never be taken, as they intended to board some small schooner, murder all hands, and proceed to some part of the other colonies. Having left the vessel she steered for Sydney, and arrived here yesterday evening. Dr. Nathan attended the wounded officers, and, we are happy to say, they are not in danger. The names of the mutineers are as follows: James Plummer, ringleader; Messrs. Carter, Hall, Herbert, Baines, Stanly, William Sampson, Jacob Reel, Joseph Brooks, and Cannon, cook.

We subjoin the following list of the mutineers, with their places of residence, as entered on the Shipping Articles:—

Alonzo W. Sampson *alias* William Sampson, 4th mate, Buffalo, N. Y.
Cyrus Plummer, boat-steerer, Provicence, R. I.
Adam Canel, cook, (foreigner) New York city.
Jacob Rike, carpenter, do do
Joseph Brooks, boat-steerer, Utica, N. Y.
David Carter, ordinary seaman.
John G. Hall, green hand.
Cornelius Burns, green hand, Little Falls, N. Y.
Charles H. Stanley, green hand, Pennfield, N. Y.
William Herbert, green hand, Newark, N. J.

April 2-1858

CONFIRMATION OF THE MUTINY ON BOARD WHALESHIP JUNIOR.—The following letter received yesterday by the owners of the "Junior" in this city, from Mr. Nelson Provost, first officer of said ship, fully confirms the report before published:—

SYDNEY, N. S. W., Jan. 12., 1858.

Messrs. D. R. Greene & Co.,—Dear Sirs,—I have now to announce to you the arrival of the ship "Junior" at this port, after the occurrence of the most melancholy and disastrous results ever chronicled in late times, namely, the murder of Capt. Mellen and Mr. Smith, 3d officer; myself and Mr. Lord being likewise severely wounded; having only yesterday morning undergone the operation of the extraction of four balls from my shoulder, which were the remnants of a shot, received from the mutineers at the same time that all the officers were fired upon.

Being unable to write myself, I send you through the American Consulate at this port a full account of the massacre, extracted from the Sydney Morning Herald of yesterday's date, which is published from the depositions given by me.

The condition of the ship is as follows:—

The cabin was fired and is almost entirely destroyed, but I shall not incur expense of repairs at this port.

The slops and stores were about all stolen or destroyed by the mutineers. I hope during the course of three weeks to be able to proceed on the voyage, and shall study the strictest ecouomy, to get away from this port. I shall act as agent, in accordance with the request you made to Capt. Mellen, in your instructions to him.

During the voyage thus far, plenty of sperm whales have been seen, but the crew having put to sea with the determination of taking the ship, would not sing out from the mast head or strike them when raised by the officers.

The American Consulate and the English government are taking stringent measures for the apprehension of the mutineers, the ring leader, Plummer, being well known to the Police authorities, and who are in possession of his *likeness*. There is, therefore, every hope that these villains may be apprehended before long.

The Surgeon under whose care I am placed reports favorable to-day upon my wounds, and I am in hopes that in a few days I shall be restored to health. The crew on board number 13, principal part of whom I expect will stay by the ship.

Yours truly, NELSON PROVOST.

[From the Sydney Morning Herald, Jan. 11.]

By the Lochiel, from London, we have received the following particulars relative to a frightful tragedy perpetrated on board the Junior. Capt. Haddon, of the Lochiel, states that on the 7th inst., when off Cape Howe, he sighted a ship in shore with a signal of distress flying, and immediately bore down for her, when she hailed, and stated that part of the crew had mutinied, and killed the captain and third officer.—Capt. Haddon went on board, and from the chief officer received this statement, "That the vessel was the Junior of New Bedford, U. S., on a whaling voyage, and six months out; that on Christmas night the crew, without any apparent motive, murdered the captain and third officer by shooting them with a whale-gun, at the same time badly wounding the chief and second officers; they afterward cut the third officer's head off with a spade. The chief mate, although in a frightful state from the effects of his wound, managed to gain the hold, and conceal himself for five days—when, on being discovered by the mutinous portion of the crew, they dragged him out, but promised to spare his life if he would take the vessel to Cape Howe; which he did—they were at that time off the coast of New Zealand; on the 2d inst., Cape Howe being in sight, ten of the crew lowered two boats, and after taking as much as she boats would carry of slops, &c., left the ship and pulled for the land, distant about 20 miles; previous to leaving the vessel they smashed the chronometer, and having obtained all the fire-arms on board, cut the barrels of some double-barrel guns to render them more portable. The chief officer is under the impression that the ringleader is an Englishman, who has been in the colony before. Three days after the massacre, the mutineers hoisted the bodies on deck, and having fastened weights to the legs, threw them overboard. The Lochiel, not having a surgenn on board, could render no assistance to the wounded men, but kept company with the Junior until eight p. m., on the 8th inst., when she was lost sight of, Sydney light at that time bore N. N. W., distant 20 miles. The vessel was doing her best to make this port.

The Junior arrived in Port Jackson yesterday, and from the chief officer we have received a statement which tallies in every particular with that given by Captain Haddon. In addition, we publish some further details of this sad affair, as taken from the log book. The names of the five men who actually took part in the cold-blooded slaughter, were Cyrus Plumer (boat-steerer and ringleader of the mutineers, and who actually shot the captain), John Hall, Richard Cartha, Cornelius Barnes, and William Herbert. These parties, previous to leaving the vessel, entered a statement upon the log, which they individually subscribed; and further had it witnessed by three of the crew now on board. Their statement is to this effect: That they had no cause of complaint with either officers or men; that none but themselves were implicated in the taking of the ship; and confessing to the murder of the captain and third officer, and the wounding of the chief and second officers; that they compelled the chief officer by an oath, and on condition of sparing his life, to navigate the ship to Cape Howe. On their leaving the vessel they threatened, in the event of his pursuing them, or giving any information, they would return and sink the ship.

Mr. Nelson Provost, the chief officer, at present in charge of the Junior, informs us that the first intimation he had of the affair was hearing Plumer call out "fire!" upon which a simultaneous discharge of firearms took place, at himself, the captain, and second and third officers; he felt himself wounded, and fell from his berth on the deck, where he lay a short time, when he heard the captain groan and exclaim, "Oh, my God!" Although wounded severely in the left shoulder, he immediately crossed the cabin to where the captain lay, and had hardly lifted him up ere he expired in his arms. Meanwhile from the discharge of the fire-arms, the bed clothing was ignited, and the flames rapidly spread, taking hold of the cabin fittings, which drove the mutineers on deck, and shortly after the chief mate made his escape into the hold to avoid being suffocated. He remained in his concealment five days without any food, and was ultimately found by the men as already stated. He afterwards learnt that Plumer and the others extinguished the fire, which appears to have burnt the principal portion of the woodwork. The bodies of the captain and officers were then hauled on deck and consigned to the deep.

Mr. Nelson is of opinion that the five men who left in the second boat, in company with the principal mutineers, were cognizant of the attack, although they took no part in it. Their names are, J. Brooks, W. Simpson, A. Conner, J. Rike, and C. H. Stanley. Plumer acknowledged to Mr. Nelson that he had been in New South Wales eighteen months, and was concerned in the taking of three other vessels.—On leaving the ship they literally stripped the officers and crew of all their clothing watches, money, &c., and threw all their whaling gear, such as irons, lances, spades, &c., overboard.

On the arrival of the Junior in port she was immediately boarded by Mr. North, the Water Police Magistrate, who instituted the necessary inquiries, and left officers in charge of the ship, pending his communication with the American Consul.

The Junior was commanded by Captain Mellen, who is reported by the crew to have been a kind and good officer.

Mr. Nelson who appears to be suffering severely from his wounds, was conveyed ashore yesterday afternoon, and is being attended by Dr. Nathan.

April 23-1858

THE MUTINY ON BOARD SHIP JUNIOR.—We are indebted to Charles L. Wood, Esq., for a copy of the *Sydney Morning Herald* of Feb. 10, containing a full account of the mutiny and murder on board the whaleship Junior, of this port, Dec. 25th, 1857, in lat. 38 58 S., lon. 166 57 E. The main facts connected with this tragical affair have already appeared in our columns. From the statement in the Herald we gather that only four of the mutineers have been arrested, instead of eight as before reported. The names of the prisoners are Cyrus Plumer, aged twenty-four; Jacob Rike, carpenter, twenty-four; Chs. H Stanley, twenty-three; Wm. H. Cartha 21. The other six mutineers landed from the ship in the vicinity of Cape Howe, and attempted to penetrate the interior from Ninety Mile Beach.

On the 18th Jan. the Victorian government despatched a steam vessel to Wilson's Promontory, and the bays and coves were closely inspected, but without discovering the mutineers. At Gambo Island they found the black guide who had accompanied the mutineers to the Ninety Mile Beach, and found the boat, with stores, arms, and ammunition, and it was stated that six men had left her, but all trace of the men was lost in the scrubby bush. The Melbourne Herald of Jan. 28th says "there is little reason to doubt that they all perished in the attempt, having been abandoned by their black guide, who was afraid to go further into the scrub, which is a dense and almost impenetrable mallee, and without water. The weather was intensely hot, and bush fires raging in every direction, so that the probability is, that a vengeance, speedier and more terrible than that of the law, has already overtaken these misguided men.

The ringleader is supposed to be an Englishman who has been in the colony before. The four prisoners were arraigned at the Water Police Court, Feb. 1, and their examination was continued through five days, when the evidence for the prosecution was completed. The prisoners were then called on for their defence, but declined to make any statement.—The Court then adjourned over to 15th, when it would decide whether the prisoners should be tried in the colony, or sent to the U. S. A later report gives the decision that they were to be sent home for trial.

The testimony throws some faint light upon the mutiny as originating in ill feeling that existed between the officers and seamen. Henry Mason, seaman, testified that Cartha would never say "Sir" to

3

the officers, and always assumed a sarcastic expression of countenance towards them when excited calculated to irritate them. After leaving the Western Islands, he saw the mate pull Cartha down on the rack, and strike him about 20 times, because he did not steer well. Subsequently heard Cartha say that when he got an opportunity, which he thought he should have, he would serve the mate in the same way. Hutchins has been struck and kicked by the mate for failing to render satisfactory service when in the pursuit of blackfish. There was no evidence to contradict the statements recorded in the log, (by Mason, a seaman, at the dictation of W. Nelson Provost, first officer) touching the death and murderers of the captain and third mate. "Cyrus Plumer shot the captain with a whaling gun containing three shots."—"The third mate had the boarding knife run through him several times by Cornelius Burns." Another important extract from the log, which was made by Plumer's orders, was confirmed by witnesses at the examination. It is as follows:

Lat. 37 58 S., lon. 66 57 E. Friday, Dec. 25, 1857.

This is is to certify that we, Cyrus Plumer, John Hall, Richard Cartha, Cornelius Burns, and William Herbert, did on the night of the 25th of December last take the ship Junior, and that all others in the ship are quite innocent of the deed. The captain and third mate were killed, and the second mate was wounded and taken prisoner at the time. The mate was wounded in the shoulder with ball, from a whaling gun, and at the time we fired we set his bed on fire, and he was obliged, for fear of suffocation, to take to the lower hold, where he remained until Wednesday afternoon. We could not find him before, but we undertook a strict search, and found him then. We promised him his life, and the ship, if he would come out and surrender without any trouble, and so he came out. Since he has been in the ship he has been a good officer, and has kept his place. We agreed to leave him the greater part of the crew, and we have put him under oath not to attempt to follow us, but to go straight away and not molest us. We shall watch around here for some (time,) and if he attempts to follow us or stay around here we shall come on board and sink the ship. If we had not found Mr. Nelson, the ship would have been lost. We have taken two boats and ten men, and everything that we wanted. We did not put Mr. Nelson into irons on account of his being wounded, but we kept a strict guard over him all the time. We particularly wish to say that all others in the ship but we five aforesaid men are quite innocent of any part in the affair.

(Signed) Cyrus Plummer
John Hall
Richard Cartha
Cornelius Burns
William Herbert.

Witnesses: Hugh Duff, Henry T. Lord, Herman Graff.

Ship Junior, New Bedford, Massachusetts, U. S.

The following is a copy of a letter from Mr. Provost, chief officer of the Junior, to her owners in this city, Messrs. D R. Greene & Co.:

SYDNEY, February 11, 1858.

Messrs. D. R. Greene & Co., —Gents: I am getting some better, and I write to inform you how the ship stands. In my last I thonght it would be better to proceed on the voyage, so I advertised for bottomry, but on account of a broken voyage it could not be obtained. We now take freight and passengers for home, March 1, '58. Shall have to sell outfits, and do the best possible for the ship. I am not strong or well yet. Shall take command of the ship, and get a good mate, and do as if you were here.

The survey estimates the damage to cabin, &c., by fire, at £400.

The Consul will send *four of the murderers in the ship, to New Bedford.*

I find it difficult to write, as I have no strength. All the men want to leave the ship, but I hope to keep fourteen of them. It is very difficult to keep men on board a ship in Sydney. Truly yours,

NELSON PROVOST, of ship Junior.

THE SHIP JUNIOR.—Nelson Provost, late first mate, and Henry Mason, Samuel Howard, and Louis, a Frenchman, seamen of ship Junior, who arrived at New London on Wednesday, in the India, were immediately taken by U. S. Marshal Bacon, and transferred to the Revenue Cutter James Campbell for safe keeping until legal proceedings shall be instituted, or they are taken to New Haven for commitment. They were detained as witnesses in the case and sent home as passengers in the India, to be kept in readiness against the trial of the parties implicated in the mutiny and murder. 7/31/58

April 23-1858

THE MUTINY AND MURDER ON BOARD THE JUNIOR.—*Eight of the Mutineers in Custody.*—By the last arrival from England, we have the following additional particulars of the fearful tragedy on board the whaleship Junior of this port. Eight of the mutineers (one half of the number) had been taken in the colony of Victoria, and will doubtless suffer the penalty due to their inhuman and unprovoked crime. The Sydney Herald says:—

"From the evidence already taken in this case, it is clearly one of the most extraordinary on record There have been many acts of mutiny and piracy at sea which have been attended with greater bloodshed, but few with so many peculiarities. The original mutineers were but a small section of the crew—in fact, only five men out of thirty. The names of the five mutineers were Cyrus Plummer, John Hall, Richard Cartha, Cornelius Burns and William Herbert. The rising was during the night which followed last Christmas Day, but the five confederates had armed themselves and acted in concert, while the captain and officers, against whom they directed their attacks, were wholly unprepared. The first intention, according to the evidence, would seem to have been that all the officers should be killed, yet only the captain and third mate perished. The second mate, having escaped the first crush, his life was spared. The chief officer escaped to the hold badly wounded indeed, but without mortal hurt, and remained there five days ere he was discovered. By this time the men's passions were cooled, and he also was spared, although he seems to have owed his life in a great measure to the intervention of the ringleader Plummer. The revolted seamen required his services, too, in order to navigate the ship to the Australian coast, which they were desirous of reaching. The conspiracy would seem to have originated with the five men alone, and before leaving the ship one of them, in the name and presence of the rest, made an entry in the log declaratory to their sole guilt and responsibility. According to the evidence, however, there was on the part of others of the crew a complicity after the fact, amounting not only to a moral but a legal participation in the offences committed by the first mutineers. Thus, at the orders of Plummer, others of the crew stood by with arms in their hands ready to kill the chief officer if he showed himself on deck, and men so circumstanced as were Plummer and his associates, would scarcely put arms into the hands of any man whom they did not feel sure they could trust. There seems no evidence, however, to implicate more than the ten men who finally left the Junior within 20 miles of the Australian coast, to which point the chief mate brought them after he had been brought from the hold, and had agreed, in order to save his life, to take the ship where they directed him. They left the ship in the vicinity of Cape Howe, in two whale boats, taking with them everything of value which they could lay their hands upon. They attempted to penetrate the interior from Ninety-mile Beach, but found it more difficult than they expected, as this is a part where, from a scarcity of water, even the aborigines find it scarcely possible to travel. Six of them, however, forming the crew of one boat have persevered in the attempt, and it is thought most likely they have perished in it. If not, they can scarcely escape capture. The other four went to Twofold Bay where they gave themselves out as Americans on a voyage from Melbourne to Sydney. But the singularity of such a voyage being taken in a whale-boat, their arms and the nature and value of the property they had them, excited suspicions. A force was gathered together, and they were arrested; but as there was no tangible evidence against them they were discharged again, although the boat was detained. They made themselves, however, as far as outward appearances went, pretty comfortable, wearing fine clothes and living a reckless life. Plummer, who calls himself Captain Wilson, became quite a ladies' man, and was even, it is said, upon the eve of marriage when he was arrested. When the men left the ship they imposed an oath upon the chief mate to take the ship on to New Zealand, Had he done this they would have had a considerable time before them to provide for their own safety. But of course he regarded the oath thus forced upon him as imposing no moral obligation, and he determined upon making toward the nearest port at which he could get assistance for the ship, and invoke the arm of justice to pursue the mutineers. He at first shaped his course towards Hobart Town, but meeting with an inter-colonial trader, he was advised to bear up for Sydney, and did so. The excitement in Sydney, on hearing of this mutiny, as well as the public sympathy with its victims, was very great. Soon afterwards, word was brought of some of the men having been seen at Gabo Island, and the steamer Illiwarra was at once dispatched in search of them, with an armed body of police. The steamer followed the men to Twofold Bay, but ere her arrival an account of the mutiny had been received through another channel, and the local authorities had secured three of them. The fourth (Cartha) escaped into the bush, but he has since been captured. This was, apparently, the most desperate man of the party. After his apprehension, he managed to conceal a small file from the searching eyes of the police, and had scarcely severed his irons ere this was discovered. In conclusion, we may state that an investigation has been going on at Sydney for several days, and is scarcely yet concluded. Four of the pirates who landed in Victoria have been taken on Bowsdale Plain, Gipps Land, and forwarded to Sydney. There are, therefore, eight now in custody."

July 16-1858

THE MUTINY OF THE JUNIOR.—The following is an extract from a letter dated Sydney, N. S. W.:

"The ship Junior is fitting up to receive the mutineers and their 'guard,' under the superintendence of the United States Consul, and we hope to despatch her in the course of ten days. It has been deemed unsafe by the consul to continue the surviving officers in their positions as first and second officers of the ship, the remainder of the crew absolutely refusing to do duty under them. The ship will go home under the command of Capt. Alfred F. Gardner, of Nantucket. Mr. Provost sailed for home in the India of New London, on the 1st of April. Mr. Lord, 2d officer, takes passage in the Junior. The eight mutineers who have been taken, have been formally delivered to the United States Consul, and only wait the completion of the arrangements for their reception on shipboard. Every care will be taken that they shall be safely conveyed."

July 30-1858

WHALESHIP JUNIOR.—The ship India, Capt. Rice, arrived at New London, 28th inst., from Sydney April 1, brought passengers, Mr. Provoost, mate, and three of the crew of the whaleship Junior of this port, a portion of whose crew mutinied at New South Wales, as before published. The persons arrived were not concerned in the mutiny.

Aug. 6-1858.

[From the Sydney Morning Herald, May 10.]

THE MUTINEERS OF THE JUNIOR.—The whaling barque Junior sailed for New Bedford, (U S.,) on the 25th April, carrying with her such of the mutineers as have been arrested (being eight in number.) for trial before the proper tribunal in that country. Two still remain at large, and, if apprehended, will have to be forwarded by some other conveyance. We have had an opportunity of inspecting the arrangements for the safe custody of these prisoners during the voyage, and can bear testimony to their completeness. So many precautions have, in fact, been taken, that, but for the desperate character of some of the men, we should have been inclined to say that there was an unnecessary amount of timid care at the bottom of them.—But, under the circumstances, the United States Consul, upon whom the sole responsibility rests, would have been unwise had he omitted to take every possible care for the safe transmission of the troublesome consignment. A considerable space in the after part of the ship has been fitted up as a prison. There is a roomy passage in the center, with four cells on either hand. The size of each cell is six feet six inches by six feet. They are faced by very stout bars of colonial hardwood completely covered on every face with thick headed nails. The roof, sides and floor of each cell is faced with iron. The prison is separated from the forepart of the vessel by a very stout bulk-head covered with iron on either sipe. A new captain (Gardiner,) and new officers, have been appointed, apparently men well fitted for their trust; but the prisoners are under the exclusive care of a guard, who are lodged in a roomy compartment on the after side of the prison. This guard consists of an officer and six men, chosen from a large number of applicants, and all persons of a superior stamp. The commander of the guard, Mr. Reynolds, has served as an officer through the Mexican war. Of this guard three are to be continually on duty, one on each side of the prison, and the third at the hatchway by which it is approached, so as to render any communication with the crew impossible. The officer will not only inspect the prisoners at every relief of the guard, but at other times. Every member of the guard has been sworn to perform his duties faithfully, according to the rules laid down by the Consul Before being put into their respective cells, each prisoner was heavily manacled the leg irons being riveted in such a manner as to render their removal impossible, except by the hands of a tradesman; consequently these will not be taken off till the culprits reach the States. Their clothes were also changed from head to foot not so much for the purpose of a final search as to furnish them with clothing of a kind which they can put off and on with ease, notwithstanding their fetters. There is a plank bedplace over the iron floor in each cell, as well as a seat. The mattrasses and bedding will be removed every morning, at which time the prisoners each (singly) in turn will clean out his own cell, and will be taken on deck, for air and exercise, well guarded. But the prisoners' health will be duly cared for in every respect. They will be well fed, and their cells are capitally ventilated. Each prisoner has, in fact, a great deal more room than is allowed to a first-class passenger by a mail steamer. And if all the arrangements already mentioned should not be sufficient to prevent a sudden rising, as we apprehend they must be, there are loopholes through the strong connecting-door, between the guardroom and the prison, through which the guard could fire.

August 27-1858

THE JUNIOR MUTINEERS.—We learn from the Boston Journal that the preliminary examination of these men will be holden in private, and the evidence at present withheld from the public prints.—This method of proceeding has been acquiesced in by the government at the request of the prisoners' counsel.

AN INCIDENT OF THE JUNIOR MUTINY.—During the progress of the mutiny on board of the ship Junior, and after the bodies of the captain and third mate had been thrown overboard,—Plummer, the chief pirate, ordered Ludwig, a German sailor, into the cabin to search for the body of the first mate, who, it was supposed, was killed. The cabin was filled with stifling smoke, and Ludwig became quite stupid. While wandering about, he stumbled upon something, and cried out, "Another body hard fast to a rope." Plummer shouted, interrogatingly, "Large or small whiskers?" Ludwig, "Small whiskers." Plummer, "Pass the rope on deck." Ludwig seized what he supposed to be a rope's end, and stepped toward the cabin stairs; but he soon discovered his mistake, and found that he was hauling the dog, which, during the affray, ran into the cabin and was suffocated. This incident of the terrible affray excited the merriest laughter among the murderers, who in the midst of their bloody work, "poked fun at the Dutchman."—Boston Courier.

FRIDAY, AUGUST 27, 1858

ARRIVAL OF THE SHIP JUNIOR WITH THE MUTINEERS.

The ship Junior of this port, the particulars of the bloody tragedy on board of which we have previously published, arrived here yesterday from Sydney.—She came home in charge of Capt. Alfred Gardner, of Nantucket. The names of the mutineers are—Cyrus W. Plummer, (ringleader,) of Providence, Richard Cartha, Albany, N. Y., William Sampson, Buffalo, N. Y., Jacob Ricke, New York City, Charles H. Stanly, Penfield, N. Y., Adam Cannel, N. Y., Joseph Brooks, Utica, N. Y., William Herbert, Newark, N. J. The prisoners were thoroughly secured in cells, in the steerage, attended by a guard of an officer and six men, appointed by the United States Consul at Sydney. Nine of the crew, who shipped on board the Junior at this port, came home in the ship.

The Capt. informs us that nothing worthy of notice occurred on the passage home, with but a single exception. The prisoner, Herbert, wrote a note and passed it through an aperture in the cell in which he was confined, directed to Plummer. It having reached its destination, Plummer tore off that part containing his name, and subsequently passed it over to one of the guard, directed to Cartha, diguised in a lock of his hair as a ruse to prevent that officer from noticing its contents. But the officer, faithful to his trust, immediately deposited the missive into the hands of Capt. Gardner, and the plot was thereby made known. The contents of the note had for its objeet the bribing of one of the guard, from which it is plain to be seen that a second attempt would have been made to kill the officers and secure the ship. Plummer, Herbert and Cartha were further secured.

On the arrival of the Junior in the harbor, 1st Assistant Marshal Edwards proceeded on board, agreeably to instructions from U. S. Marshal Freeman, under whose charge the prisoners will remain until further orders.—Two of the mutineers, Burns and Hall, are still at large.

The prisoners carry with them the evidence of the humane treatment which they have received during the passage, and all of them appear in full health.—They were in turn allowed the privilege of remaining on deck for exercise two hours each day, but debarred from holding any conversation with the ship's company.

THE MUTINEERS.—On Saturday last, Marshal Watson Freeman, from Boston, took charge of the mutineers of the whaleship Junior, in this city, and returned with them to Boston, together with several witnesses, making *thirty-two* in number; where the prisoners were committed to Charles street jail.—The complaint against the prisoners alleges their murder of the captain of the Junior, Archibald Mellen, jr., and John Smith, 3d mate, by shooting them with guns and pistols. The second complaint alleges that they usurped the command of the vessel and deprived the captain of his authority; and also that they did the same in regard to the mate, after the captain had been killed. To these charges, all and several, they pleaded not guilty. The examination will probably take place on Wednesday.

Capt. Gardner, who returned to this port in command of the Junior, Mr. Thompson, mate, M. Samuel, 2d mate, Mr. Provost, former mate, who returned home in the India, and Mr. Lord, former 2d mate of the Junior, left here yesterday afternoon for Boston, to testify in the case.

The names and ages of the prisoners are as follows:—Cyrus W. Plummer of Providence 24; Jacob Rike of New York city, 26; William Sampson of Buffalo, N.Y., 27; Joseph Brooks of Utica, N.Y., 24; William H. Cartha of Albany, N.Y., 20; Adam Cannel of New York, 40; H. Stanley of Pennfield, N. Y., 23; William of Newcastle, Eng., 18. Plummer was the instigator and leader of the mutiny, according to his own confessions. Cornelius Burns and John G. Hall, who were connected with the affair, were still at large at the last accounts, and are supposed to have perished in the swamps at Sydney.

Through the politeness of Robt. B. Greene, one of the owners of the Junior, we have seen daguerreotypes of the mutineers, taken at Sydney during their confinement, which by no means indicate the hardened depravity and brutal insensibility which has been shown in their actions.

The prisoners were brought before the United States authorities in Boston, on Monday, and a full account of the manner in which the fearful tragedy was perpetrated is reprinted in the Boston evening papers, substantially the same that we have before published. Besides the remarkable confession of the five ringleaders, Plummer, Hall, Cartha, Burns and Herbert, which was drawn up and signed by them, on board the ship after the perpetration of the murder, there is abundant testimony to convict them of the crime.

At the examination before Commissioner Cushman, the prisoners were heavily ironed, and were attended by F. A. Parker, Sidney Webster, Henry Choate, J. H. Prince, Esqrs., as counsel. C. L. Woodbury appeared for the United States.

The examination was adjourned to Wednesday.

August 27-1858

SHIP JUNIOR.—It is estimated that up to last evening, no less than 3000 persons had visited this ship since Tuesday morning, for the purpose of examining the prison cells, where the mutineers were confined.

August 29-1858

THE MUTINEERS OF THE JUNIOR.—No exhibition in our city for a long time has been so generally the "observed of all observers" as that of the Daguerreotypes of the Mutineers of the Junior in the shop window of Mr. Kehew, nautical instrument maker, at the corner of William and Water streets, yesterday. During the day the window was besieged by dense crowds of people eager to satisfy themselves in how far these ruffian murderers wore the outward garb of humanity. The daguerres were placed there under permission of Robt. B. Greene, Esq., one of the owners of the Junior, where they still remain.

August 29-1858

THE SHIP JUNIOR.—Great curiosity was manifested yesterday by our citizens to see the cells on board this ship, (lying at Fish Island) which were constructed for the mutineers, in which they were confined during their passage from Sydney, N. S. W., to this port. The number of visitors was about 1500.

September 3-1858

SHIP JUNIOR.—Charles Levi Woodbury, Esq., U. S. District Attorney, is expected in town this morning, to make an examination of the ship Junior,—plans of the main and lower decks of which ship, apartments, doors, &c.' are now being drafted by Wm. F. Durfee. The diagram is taken at Mr. Woodbury's request.

September 3-1858

A VOW FULFILLED.—Mr. Nelson Provost, mate of ship Junior, was present at the Sabbath School connected with the Fourth street M. E. Church, yesterday, and made some remarks which were deeply interesting, in relation to his sufferings on his late voyage. In conformity with vows made while in the hold of the ship, Mr. Provost has made a profession of religion, and is now an active member of the church.

September 3-1858 4

THE JUNIOR MUTINY.—*Examination Postponed.*—The case of the eight mutineers of the whaleship Junior of this port, was again before the U. S. Commissioners' Court, Boston, on Wednesday. F. A. Parker, Sidney Webster and J. Q. Adams, Esq., appeared for the accused, and C. L. Woodbury, Esq., U. S. District Attorney for the government. The Boston Journal reports:—

The case was presented to the Commissioner by Mr. Woodbury. He said he acted as prosecuting attorney under the direction of the Secretary of State, the prisoners having been transferred from the legal authorities of Australia to those of the United States, under the extradition treaty. Before, however, he was ready to proceed with the examination on either of the charges preferred against the prisoners, (mutiny and murder,) he desired to have an opportunity to converse with the witnesses, about sixteen of whom were present, to ascertain the facts in the case, so that the examination might be made upon charges which could be sustained by the evidence. He therefore desired an adjournment for one week.

Mr. Parker, counsel for the respondent Plummer, the alleged ringleader of the mutineers, said he had no objection to the postponement; and the commissioner accordingly postponed the examination until the 8th Sept., at 11 o'clock, A. M.

Capt. Alfred Gardner, who commanded the ship Junior from Sidney to New Bedford, testified to the identity of the prisoners.

Robert B. Greene testified that he, together with David R. Greene, Dennis Wood and Willard Nye, were the owners of the ship when she sailed from New Bedford. A diagram of the main and lower decks, which had been prepared for use in the examination, was pronounced perfect by the witnesses.

After some further consultation between the commissioner and counsel, the time for the examination of the prisoners on the charge of mutiny was fixed for Friday at 11 A. M.

September 10-1858

THE JUNIOR MUTINY CASE.—On Wednesday, the eight mutineers of ship Junior of this port, were again brought before Commissioner Cushman of the U. S. Commissioners' Court on the charge for murder. They were manacled in pairs, and all with the exception of Plummer manifested their usual indifference and unconcern. Wilson Dwight, Esq., appeared for Brooks, Sampson, Canell, and J. Z. Adams for Herber. Hon. B. F. Butler, it is said, will act as counsel for Plummer.

The District Attorney stated that as two of the accused were still at large, and not all of the witnesses on hand, he should move an adjournment to the 8th of Oct. This motion was opposed by the counsel in behalf of their clients; and District Attorney Woodbury rejoined, and held that the preliminary examination already had before the authorities of New South Wales, justified a commitment without further examination.

The Commissioner granted the motion, and the examination was accordingly continued to the 8th of October next.

October 8-1858

SHIP JUNIOR.—This vessel which has been visited by so many thousands during the last few weeks, will sail from this port again on Wednesday next, under the command of Capt. Lafayette Rowley of Edgartown, (late master of the Orizimbo of this port, of which vessel the agents of the Junior are the principal owners). Capt. Rowley stands high in his perilous profession, on account of his superior drill and energetic action, and his owners, who are among our oldest and most highly respected merchants, are every way confident of his success. No whaler that ever belonged to this port has been an object of so much interest as the Junior, and accounts from her on her present voyage will be looked for with peculiar interest.

Oct. 15-1858

THE JUNIOR MUTINY CASE.—The case of Plummer and seven others of the ship Junior of this port, came up again the U. S. District Court, Boston, on Saturday, for final action on the part of the Commissioner. U. S. District Attorney Woodbury continued his argument to show that probable cause existed to hold the prisoners on the charge for murder. Wilson Dwight, Esq., for three of the prisoners, replied to the prosecuting officer. Owen Duffy, one of the prisoners, was then placed upon the stand by the U. S. District Attorney, and testified to being present at an examination in Sydney, N. S. Wales, where he saw eight persons present at an examination for mutiny and murder, and identified Plummer and seven

over

5

others as the ones under examination there.

Commissioner Cushman then gave his decision—that probable cause had been shown against the eight men now before him, charged with mutiny and murder of Captain Mellen and the third mate of the whaleship Junior of New Bedford, and ordered the prisoners to recognize in the sum of $3000 each for their appearance for trial at the U. S. Circuit Court in Boston, on the 18th inst. He also ordered the prisoners to be remanded to the custody of the U. S. officers for trial at the same Court on the same day, on a charge of murder. On the charge of piracy, he ordered that they be brought up on Monday, the 11th inst., for examination.

Oct. 15-1858

THE JUNIOR MUTINEERS.—In the U. S. Commissioners' Court, Boston, on Monday, before Commissioner Cushman, Cyrus Plummer and his seven associates of the ship Junior, were again before Mr. Commissioner Cushman, and this time on the charge of piracy. The murder and mutiny charges have been sent up.

The hour for examination was 10 o'clock, but at that hour neither the District Attorney or prisoners' ceunsel were present. After fruitlessly waiting an hour and a half for these counsel, the Commissioner carried on the examination himself.

Henry T. Lord, the second officer of the ship, was called, who testified to the fact that on the 4th of January last the prisoners left the Junior, taking with them them two ships' boats, ten muskets, and other property not their own. This evidence showed to the Commissioner reasonable suspicion of the guilt of the accused, and the prisoners were held for trial. The examination, after it began, lasted about ten minutes. The decision given by the Commissioner on Friday, which in substance denied the right of the accused to be heard in this preliminary examination, either in person or by counsel, was the reason why no counsel appeared to-day.—[Journal.

Nov. 5-1858

THE JUNIOR MUTINEERS.—In the U. S. Circuit Court, Boston, on Wednesday, before Judges Clifford and Sprague, four of the mutineers of the Junior were arraigned for the murder of the captain, Archibald Mellen. Their names are Cyrus Plummer, W. H. Cartha, Charles H. Stanley, and Wm. Herbert.—Plummer is charged with the murder, and the indictment charges the others as accomplices. The Journal says:—

B. F. Butler and C. P. Chandler appear for Plummer; F. F. Heard and L. W. Felton for Cartha; J. H. Prince for Stanley; T. K. Lothrop and J. Q. Adams for Herbert.

The indictment was read in all its tedious length, and to it the prisoners severally pleaded not guilty.

Mr. Butler then, in behalf of his client, made a motion to postpone the trial until the next term of the court, on the ground that he had not yet had time to prepare his case, nor either to procure distant witnesses, whose testimony might put an altogether different face on the matter.

This motion was advocated in an argument of much length by Mr. Butler, and was opposed by the District Attorney on the ground that ample time had been had for preparation, and that the witnesses spoken of had scarcely been heard of since the day the Junior left Sydney and were now probably on the other side of the world and, of course, impossible to be reached for a long time to come, if ever.

Besides the above motion, the counsel for Cartha put in a general demurrer to the indictment, as insufficient and bad.

The Court, after consultation, stated that it appeared by the statements of counsel that they had seen the indictment only since Saturday last, and that they had only been allowed to see their clients through the bars of a cell, and in the presence of witnesses, and that for these reasons the motion is made.

The Court was of opinion that this time was not long enough to properly examine the indictment, and had no doubt but that all counsel should have interviews with their clients, and that these interviews should be private.

These reasons, however, would not justify such a continuance as asked for, but might be valid on a motion to postpone for a short time, which time, the Court suggested, should be named by the counsel on both sides.

The above opinion was delivered by Judge Sprague, and Judge Clifford, after a statement from Mr. Butler that material evidence might be procured in New Bedford, agreed substantially with the views of the District Judge, and was of the opinion that in the present case he could see no reason for a lengthened postponement, but a brief delay, he thought, was due to the rights of the accused.

The counsel on both sides then consulted together for a brief period. The result of their conference was postponed until the reasons for the demurrer were filed by the counsel of Cartha.

Mr. Heard, on the part of his client, then stated that his objection to the indictment was on the ground that Plummer is charged with being the principal in the first degree, and Cartha as principal in the second degree, but that the last allegation is not stated as being formed on the oath of the Grand Jurors. This technical objection was urged at much length by the counsel, and authorities apparently in support of his position were cited in great numbers from standard works of the English bar.

Two other objections of a purely technical nature were also urged and supported as was the first.

The government counsel not being prepared to reply at the present time, the objections being now for the first time brought to their notice, the further argument on the demurrer was postponed.

The jurors were then excused until Monday next, and the case was put off to that day at 10 o'clock.

November 12-1858

Trial of the Junior Mutineers.

The trial of Plummer, Cartha, Herbert, and Stanley, four of the mutineers of the ship Junior of this port was commenced in the U. S. Circuit Court, Boston, on Monday, before Justice Clifford and Sprague. The opening proceedings are reported as follows in the Journal:—

Before the empanneling of the jury, B. F. Butler, Esq., counsel for Plummer, moved the court for a separate trial in behalf of his client, and supported his motion in an argument of some length. He urged that the government having alleged that one of the prisoners only was guilty of having dealt the fatal blow, the rest aiding and abetting him, the testimony—were all the parties tried at the same time—would be a struggle with each to prove a theory of absence from the scene of the fatal blow, if such was given, each to the disparagement of the others, thus complicating the facts in the minds of the jury, to the consequent prejudice of the prisoners and even the ends of jnstice.

Mr. Lothrop, on behalf of Herbert, supported the views of Mr. Butler, and Mr. Prince, for Stanley, *alias* Ballard, declined asking a similar privilege, at the same time declaring that it should be his object during the trial not to prejudice the interest of any other prisoner by his line of proceeding.

Mr. Andros, for the government, objected to the request of counsel, which was not one they could legally demand, but one which was simply within the discretion of the Court to grant. He showed that, while no prejudice could arise to the prisoners so far as the government was concerned, or from any other cause than what could be attributed to the action of their own counsel in conducting their separate cases, the government would suffer from the granting of the reques , and the ends of strict justice be compromised. Mr. Andros went into a review of certain cases to prove that there was no proper precedent for any such concession as was solicited of the Court, and concluded by asking for an aggregate trial, as it was the intention of the government to prove a conspiracy existing among the prisoners for five months prior to the commission of the crime for which they had now to answer.

Mr. Butler renewed his solicitation—adducing as an additional argument the danger his client might be in from the fact that counsel here had different views of the mode of trial, and of course different expectations of benefit from the aggregate manner of trying the prisoners. He then, at length, proceeded to combat the arguments concerning precedents quoted by Mr. Andros. As to the imputed charge of conspiracy, were such to be proved at all—he said—it could not be done under the indictments by which the prisoners were now arraigned for trial, as no such allegation was contained in it, and none such could, consequently, be completely proved. Not as a legal right, but as a concession to justice, Mr. Butler urged the claim of his client to a separate trial.

The court upon consultation, expressed an opinion adverse to the motion.

The trial being now ordered to proceed, the names of those summoned to appear as jurors were called, and it was agreed by the counsel on both sides that as a juror was called he should be sworn to make true answers to such questions as should be asked him.

Before the roll was commenced, Mr. Andros stated that the government would wish to put the question allowed by the statutes of Massachusetts, and ascertain if any juror held anti-capital punishment views, and if found that any juror held such views, to move to exclude him from the pannel.

Mr. Butler objected to the admissability of any question which should require of any juror to give an account of any belief or opinion held or entertained by him, believing any law or statute authorizing such question to be unconstitutional and vaid, and wholly unknown to the Courts of the United States.

The Court stated that without going into the question at length, it could find no rule of practice in this Court which should reject a juror for anything except cause or bias upon the particular matter under trial. The law of Congress which makes the practice of the U. S. Courts to conform to the practice of the Courts of the State in which they are held, could apply only to such laws as were in force at that time, and the statute of Massachusetts in question was passed since the act of Congress in question.—Still, the Court was of opinion that the Government might question a juror as well as the prisoners, and if it would show that a juror's mind was so constituted as to prevent his rendering any verdict of guilty, the Government might show it.

The jurors were then called, and each as he appeared was questioned as to his bais or opinion, and also answered the statutory question of this Commonwealth on the subject of convictions in view of the effect of a verdict in a capital case.

There were some 58 jurors on the panel who were challenged, and a jury impaneled and sworn, neither of the numbers being from Bristol county as we understood. The court stands adjourned to this morning at 10 o'clock.

SECOND DAY.

On Tuesday, in the U. S. Circuit Court, Boston, before Judges Clifford and Sprague, the trial of Plummer, Cartha, Stanley and Herbert, the four alleged mutineers and murderers on board the whaleship Junior of this port, was continued as follows:—

The jury was organized by the choice of John B. Chisholm, of Boston, as foreman. The names of the other members are—

Willard Bacon, Natick; Lemuel Grant, Westfield; Charles Humphrey, Hingham; Arthur Josselyn, Webster; Chas. B. W. Lane, Hingham; Benj. Norris, Natick; Heald J. Nelson, and Wm. Parker, Reading; Wm. Tinker, Westfield; Amasa Whiting, Hingham; Daniel C. Bates, Roxbury.

The indictment which sets forth at great length that the murder of Capt. Mellen was committed by Plummer, and that the others aided and abetted, was then read by the clerk. As reported in the Journal.

The case for the government was then opened by Mr. Andros, who in his address to the jury presented plainly and clearly the charges alleged against the accused, to wit: The murder of Captain Archibald Mellen on the high seas, and on board the American whaling ship "Junior," on the 26th day of December, 1857, then owned by citizens of the United States, to wit: David R Greene, Robert B. Greene, Dennis Wood and Willard Nye of New Bedford. The case to be presented and proved was not one of manslaughter, or any minor degree of crime, but one of downright, absolute *murder*, and if the government do not prove this, in its fullest extent, it will prove nothing.

After a long contemplation of their crime, the prisoners, on the 26th day of December, 1857, the vessel being within about 500 miles from the coast of Australia, at 12 o'clock in the night, the boat's crew of which Plummer was boat-steerer was called to relieve another gang, and Plummer coming on deck, said, "By God, this is Christmas night!" Afterwards he was seen to bring a cocoanut shell of liquor to his crew, and was again heard to say, "By God, this thing must be done to-night." When asked by a seaman named Fifield what thing he meant, he was heard to reply, "We must take the ship."—Plummer then asked Fifield if he could trust him, and the latter replied that he "guessed he could." Plummer then ordered Fifield to call Stanley, and the latter came with a whaling spade to guard the hatchway, and Fifield was set to guard the companionway, which, however, he did not do. Plummer, Cartha, Burns and Hall (the two last named have never been arrested) then went into the steerage.—After descending into this place, Plummer went as silently as he could into the cabin, and finding the officers to be asleep, returned to the steerage, loaded the whaling guns, and the rest armed themselves with hatchets and other weapons. Again finding that the officers still slept, it was arranged that the party should return to the cabin, where Plummer was to give the word, when the two having guns should fire, and all hands should fall on to the work of death.—Plummer in order, as he said, to make sure that the deed should be consummated, arranged that he should take the captain himself. He then gave the fatal word, fired upon the captain, hitting him in the body. The captain sprang his berth saying "My God, what is this?" Plummer said "G—d d—m you, its me!" and then with a hatchet assaulted him, nearly severing his head from his body, and the captain immediately died. Plummer continued his horrid butchery until the body of the captain was horribly mangled, the third mate was also awakened only to die by a blow from a whaling spade and a hatchet, the second mate was shot by Cartha, but not killed, the first mate was injured by a knife, but made his way to the hold, where he laid hid for five fearful days.

After the work of death, the murderers returned to the deck, where the rest of the crew were called up and armed. The first mate now found that the ship was on fire, the flame from the gun having fired the bedding in the mate's bed, and after some time the crew mustered and put the fire out.

The next morning Plummer and the rest were on deck, and he stated that the captain and third mate were dead below, and asked who would go below and bring them out, he saying he could kill a man, but did not like to look upon a corpse after all was over Stanley went below and fastened the bodies to a rope, and one at a time the dead men were drawn up and thrown overboard.

The arms and weapons on the ship were then either secured by Plummer and his party, or thrown overboard, and there the plans for the future were laid. The second mate was in custody and was secured.—The first mate was below in the hold where he laid in the dark and there

[At this point Mr. Butler objected to the proceeding further, on the ground that what was done after the alleged murder was not competent to be described in the government.]

The objection was overruled, and Mr. Andros proceeded by his opening statement.

The mate, after being below all this time, was on the sixth day brought on deck, under promise of safety, being wanted to navigate the vessel to Cape Town or near that place, where they proposed to leave the vessel.

Mr. Andros also proceeded to state that he should offer as evidence that while on board the vessel, in its full possession, the present prisoners, except Stanley, and with the addition of Burns and Hall, signed a full confession of the deed, at the request of the others of the crew, who said it was too bad for them to leave the ship and leave those who were innocent in the lurch when the ship should come into the hands of the authorities. The four prisoners, with others, left the vessel on the 4th of January, landed near Sydney, New South Wales, where they were afterwards captured, examined, and sent home. This closed the opening of the case.

Mr. Butler then stated that at the examination of the prisoners at Sydney, certain depositions were taken, and certified copies forwarded to this country, which are now in the possession of the government. To these papers he desired access, and moved, as a right, that they be placed within the inspection of the prisoner's counsel.

Mr. Woodbury replied, denying the right claimed in the motion, stating that the papers in question were not authenticated by the parties who took them, and that they were not to be used in the trial as evidence on either side. They may contain information, but certainly are not legal evidence, and as such are not in the case at all. Therefore the motion of the other side was altogether unavailing.

Mr. Butler replied by arguing that whether or no the papers are good for any thing, could only be shown by examination, and thesefore pressed his motion.

THIRD DAY.

We subjoin from the Boston Evening Courier a report of further proceedings in the U. S. Circuit Court, Boston, before Judges Clifford and Sprague, on the third day of the trial of Plummer, Cartha, Stanley and Herbert, for the murder of Capt. Mellen, of the ship Junior. Henry T. Lord, second mate, and five others of the crew of the Junior, were called as witnesses, and sworn.

Mr. Butler, for Plummer, now made a formal request; first, that all the witnesses, except the one who should be under examination, should be excluded from the court room. Second, that the witnesses should be directed not to converse with each other out of the court room. Third, that they should be directed not to read the reports of the testimony in the newspapers.

Clifford, J., said he regarded so much of the request as related to the exclusion of the witnesses, as proper, and it was so ordered. But as to the other two he did not see how orders in compliance with them could be enforced.

Mr. Butler now moved that an order be passed enjoining the publication of reports of the evidence pending the trial.

Clifford, J., said that the general practice of the Courts in the United States had been not to interfere with the publication of reports in the papers. Such orders had occasionally been passed; but he knew of no such instance within five or six years. The evils resulting from such publications had been felt and complained of by counsel engaged in the trial of causes, but no legislature had thought proper to prohibit them.

Sprague, J., said he had no doubt the Court had the power to prohibit the publication of reports pending a trial. It had the power to control proceedings of the court, and therefore to control those who attended for the purpose of taking minutes, by enjoining them not to publish them, or furnish them to be published pending the trial. The object aimed at, however, might be reached, by a direction to the Marshal to see that the witnesses were not supplied with the papers containing reports of the trial.

Mr. Lothrop, for Herbert, filed an affidavit and motion, that the counsel for defence be furnished with minutes of the evidence taken before the court at Sydney, in possession of the government. Motion allowed.

Charles L. Fifield, the first witness called, testified that he was one of the crew of the Junior, which sailed from New Bedford on the 21st of July, 1857. Archibald Mellen was captain, Nelson Provost first mate, Henry Lord second mate, and John Smith third mate. The prisoners were part of the crew. Plummer was a boatsteerer. Myself, Stanley, Herbert, and John Harrison were of the crew. Cartha was shipkeeper. On the night of December 25th our boatsmen were called up about 12 o'clock to take the watch.

Harrison took the wheel after our watch was called. After speaking about Christmas night, Plummer said, "By G—d, it has got to be done." He said this to all who were there—to all who were standing near the dock pot. Myself, Stanley, Cartha and Herbert were standing there. Some one inquired, what was to be done, and he said, "to take the ship."—Then Plummer produced a cocoanut shell fixed into a bottle, and gave the men some liquor. I immediately went aft. Upon coming forward I met Plummer near the mainmast. He asked me if I thought he could trust me, and I told him I thought he could. He then told me to guard the companionway door; and told me to tell Stanley to guard the mizzen hatch. I went to Stanley and told him what Plummer wanted him to do. I went aft of the companionway then after that. On turning round I heard the report of a fire arm. It came, I judged, from the cabin. Then saw Herbert come up, and heard him say—"My God, they are all dead. O dear, they are all killed." When I heard the report, the only persons on deck were myself, Stanley and Harrison, who was at the wheel. Herbert and Stanley went aft. Cartha came up, abaft the binnacle. Next I saw Plummer at the mizzen hatch. Then I saw Cartha loading his pistol near the binnacle light. Plummer spoke to me at the time, and told me to hold the door of the companionway, and so did Cartha. Cartha got a piece of wood from the boat to keep the door open with. Stanley had a whaling spade in his hand. Plummer called upon the boatsteerers to come up. Plummer called upon Mr. Lord to come up saying he should not be hurt. I judged from the sound of his voice that Lord was between decks. Saw Lord in the forecastle the next day. When Plummer called upon the boatsteerers, he said, "You boatsteerers, come up." They came in two or three minutes. Cartha and Stanley were then by the mizzen hatch. Cartha had his pistol, and Stanley a spade. I heard nothing particular said when the boatsteerers had come up, except that Plummer said to them, that "the ship was taken." A few days before the 26th, I saw Mr. Provost and some others with the whaling gun, on deck, loading it, to blow up blackfish with. The next time I saw the gun was a few minutes after the transaction on the night of the 25th, 26th. The gun had been kept in a box under the mizzen hatch. There were two of them. I only heard one explosion of fire arms. Saw Herbert almost immediately come up—as soon as I got aft. In two or three minutes saw Plummer come up. Heard Mr. Provost call out that the ship was on fire, and call the men to come down and put the fire out. I judged he was between decks about the mizzen hatch. Some one spoke to Mr. Provost to come up. Provost said—"Plummer, I have got a revolver for you." Plummer said—"No you don't. I know what you want; you want to shoot me." Plummer further said to Mr. Provost—"Come up; you shan't be hurt." Several of the men went down to put the fire out. Rike, the carpenter, came on deck.—Three quarters of an hour after the boatsteerers were called. The fire was in the cabin on the port side. Canel, the cook, and Lynch, and some others, were about the main hatch when the men went down to put the fire out. I do not know who gave the orders to the men to go down and put the fire out, at the time they went.

A discussion arose here, whether remarks made by the men standing about the hatch, after notice had been given of fire in the cabin, should be inquired into by the government. Tho Court allowed the question to be put.

Witness—There were men standing about the hatches, armed with lances and harpoons; heard Plummer give an order to fasten down the hatches and put the fire out; heard Plummer say that "they had got the ship and were going to keep it;" an order was given by Plummer to fasten down the hatches so as to keep the mate down; Cartha gave an order to similar effect.

Trial of the Junior Mutineers.—In the U. S. Circuit Court, Boston on Wednesday, after the recess, the examination of Fifield was continued as follows:—

An order to fasten down the hatches was given by Plummer. When the hatches were fastened down the persons who were standing there armed, went, some of them to put out the fire, and two remained at the hatches. The fire was in the cabin on the port side. The fire extended into the pantry, which was on the starboard side of the passage-way from the cabin to the steerage. It was before daylight when the fire was extinguished I saw Capt. Mellen lying in the state room after the fire. Plummer wanted to know who would go down and take the bodies out of the cabin.

Stanley ordered Duffee to draw the body of the captain out of the state-room. He said he couldn't do it. Stanley told him to stand back and he would do it. He took the body out, and I saw no signs of life in it. Stanley sung out for a rope to be passed down, and it was done. The rope was put round one ankle, and, as it was raised through the skylight, the other leg caught. The body was drawn up at the port side. The top was boarded. I was on deck at the time they were drawing the captain up. The ship's crew were on the after part of the deck; Plummer was there, and I also saw Stanley. I saw the body after it came on deck, and I saw two wounds on it; they looked very much alike and were a little below the ribs.

One of them proposed that a grindstone be lashed to the body, and that it be thrown overboard; I saw no appearance of life in the body; I saw nothing on it but a flannel undershirt. It was thrown over in about 2 minutes after it was taken on deck. When I was in the cabin, the floor was covered with water and pieces of barrel wood. After the prisoners left the ship, I examined the cabin. There was blood on the floor. It was two or three days after the prisoners left the ship that I examined the cabin. I saw a hole in the wall, and a bullet in it. A man was at work there with a knife. I only saw one hole. [A piece of board pierced with several holes as if by bullets was shown the prisoner. Mr. Butler objected to its admission as evidence, as it had not been proved to be the original and was merely a copy so far as this witness was concerned and the objection was sustained.]

This hole was on the back side of the ship half way from the head to the foot of the captain's berth, about 4 feet from the floor. [After a discussion by the counsel in relation to the admisibility of evidence relating to circumstances transpiring subsequent to the death of the captain and the disposition of his body, the court decided it as admissible when either the prisoner were present, of the time of the circumstances alluded to. When crimes are so mixed up and connected with each other, the evidence cannot be wholly disconnected.]

The Court then at 3 o'clock adjourned till 9 o'clock to-day.

FOURTH DAY.

Charles L. Fifield, recalled by Mr. Andros, took the stand, and resumed his testimony for the government. I was on the after part of the deck, on the port side, when the body of the third mate was brought up through the side light. At that time I had not seen the first mate or second mate. Stanley was on deck. I did not notice whether the body of the third mate was clothed or not. Some time after that, but during the day, I heard Plummer say he had killed the captain, and taken the ship. It was said to all those who were about the deck.

The deck was cleaned up by direction of Plummer, and things belonging to the ship were thrown overboard. Whaling gear, lances, harpoons, &c., were thrown overboard. Cartha gave similar directions. He had also spoken of the ship's being taken. When night came on, Plummer called the men aft, and appointed Sampson as head of one of the watches, and Brooks of the other. He said he had taken the ship and should keep her until his purpose was done. He said she should be taken to the coast of Australia and left there. Plummer, Cartha, Stanley, Herbert, Burns and Hall were armed after the bodies were disposed of, with guns, hatchets and pistols, and continued armed until they left the ship. Cartha said he shot the second mate—[Lord, whose body shows the scar made by the ball.] In talking about the killing of the captain, Cartha said he was taking care of the second mate at the time.

I saw Mr. Lord the day after. I saw Cartha bring food forward for him. I saw Mr. Lord in his berth when the food was brought down. There was conversation between Mr. Lord and Cartha about the transactions of the day before. Cartha asked Mr. Lord if he knew who shot him. Mr. Lord replied that he did not. Cartha then said he did it. Mr. Lord then made answer and said, "Well, Dick, I don't think you meant to kill me." It was the morning of the 26th that Plummer spoke of taking the ship. I do not mean to say that that was the first time I heard Plummer speak of taking the ship. Some five six weeks after we left New Bedford I heard Plummer talk of taking the ship. It was after we left the Western Islands. There were a number of us standing about when the conversation took place. Herbert and Stanley were there. It was in the fore part of the evening. It was in Mr. Lord's watch. Plummer, Stanley, Herbert and myself were in that watch. The conversation was about the management of the ship. Plummer said that he did not wish to go the voyage; but would get out of it, if he had to take the ship. There was another conversation a few weeks afterward about taking the ship. It was talked over among four or five of us. Plummer said it could be done if we had a mind to take hold. Cartha was about the deck at the time; don't recollect that he said anything. Stanley said he would be one of them. Hall said he would be one. I told them that I would be one. Then some few weeks after there was another conversation between myself, Plummer, Cartha, Stanley and Harrison, and one or two others. It was the evening watch—Mr. Lord's watch.

The matter of the conversation was, that they would get away from the ship, if they had an opportunity, but if they had no such opportunity, they would take the ship. A paper was drawn up about the treatment on board the ship. It was signed by several of us. Plummer had it the last time I saw it. Plummer was going off at the last time time I saw it in his possession. Nothing more was done at that time. The next conversation I had with Plummer was a little time after, in the middle watch, from eleven to three. The conversation about twelve o'clock. Myself, Plummer, Stanley, Cartha, Hall, Hutchins, and Burns, were present.—We were just forward the tryworks It was at that time proposed to lower the boat and go away from the ship. There was some discussion about going that way, being so far from land, and the design of leaving was given up at that time. Plummer spoke of lowering a boat. A fourth conversation was had, about the same parties being present. Plummer proposed to me we should take the ship that night. He proposed that the second mate, who was on deck, should be knocked down, and that some of the party should go below and secure the other officers. The whip of the fore-top-gallant sheet parted. I heard afterwards that it had been cut. [Ruled out.] Our party had hatchets and other weapons. I had a heaver in my hand. Plummer and Stanley had hatchets in their hands. Cartha had a sheath knife in his hands. Hall and Burns had hatchets and knives in their hands.

The second mate was aft when the sheet parted. He came forward immediately. When he came for-

7.

ward I did not see our party have the weapons in their hands. They had had them just before. I had told them that I had the heaver to knock the second mate down with. It was agreed that Stanley and myself should take care of the second mate, and Cartha, Plummer, and the others, should go below and secure the other officers. The expression used was "to take care of them." On another night after, we talked again. The middle watch was called at 11 o'clock that night. Plummer said he had all the implements between decks to take the ship. The conversation lasted only a few moments. Cartha, Stanley, Hall, Herbert and myself were armed. I had a hatchet.

The flying jib-sheet parted, and the second mate came forward and jumped on to the bows. I also went forward, but I did nothing. When I went below, they asked me why I did not strike the second mate while he was in the bows. I said I could not strike a man when he must fall overboard. He was on the spritsailyard. I put the heaver down near the tryworks. When the jib-sheet parted, Hall was near with his knife. At that time, myself, Stanley, Harrison, Hutchins, Mason, Burns, Plummer, Sampson, Herbert, were on deck, as the second mate's watch, and were armed.

The attention of the witness was now recalled to conversations after the murder of the captain and third mate. A statement made by Hall was not allowed to be given, it not appearing that either of the prisoners was present. When we got off Cape Howe, about twenty miles from land, Plummer, Brooks, Sampson, Hall, Rike, Carrol, Cartha, Stanley, Burns, and Herbert, left in the boats. Plummer told the second mate that he thought of going to the Sandwich Islands.

Before they went they said they left an article in the log-book which would excuse the others. Plummer said he had put an entry on the log respecting the taking of the ship. I do not know who made the entry. The guns were brought on deck on the 26th, and Plummer, Cartha, Stanley, Herbert, Burns, and Hall had one. But Plummer usually carried a pistol. It was a revolver. I should think this was the pistol. After the night of the attack the mate had a sore on his shoulder. After Plummer and his party had left the ship, I next saw them at Sydney. It was perhaps three or four weeks.

After a recess of ten minutes, the government Attorney stated that their examination of Fifield was concluded. Mr. Butler claimed that his cross-examination should be the last. The counsel for the prisoners favored the method named in the indictments, to take Plummer first, and then next who followed his name in the indictment. The Court ruled, without determining the matter fully, that the better rule would be to follow the order of the indictment.

Fifield, cross-examined by Mr. Butler. Was born in Fryeburg, Me, and spent the early part of his life on a farm; was about thirty years of age when he joined the ship, as a green hand; did not know the captain or the mate; the mate was nicknamed "bravo" and other names, which witness thought appropriate; [counsel for government objected to questions as to what witness thought; objection withdrawn after argument.]

The witness here stated the nativity of the crew, after which he testified that dissatisfaction arose on board when six weeks out; the bread was wormy and the beef was bad—so bad that it would only just hold together; he thought the beef was hurt before packing, and was badly packed; it was "returned" beef, which had been around the world once; Plummer complained of the grub, and the answer was that it was good enough for sailors, and they would not get any better till that was gone; the pork was very good; they also had "duff"—flour stirred up with water; tea and coffee; don't think this food was wholesome and proper to be served to any man; Provost had beat several of the sailors, Cartha among the number; we agreed among ourselves that we could not stay aboard with such treatment and such living; Provost was a very abusive man; he hardly ever called men by their right names, but called them "d—d Indian," or "d—d Irishman;" had no opportunity to leave the ship at the Western Islands; the captain sometimes said he would stop at Ascension Island to get some hogs, and sometimes he said he would not; we got some potatoes at the Western Islands, which lasted three or four weeks; after we went around the Cape the grub began to be better; it was after we left the Western Islands that we agreed to take the ship; it was in the second watch.

FIFTH DAY.

The cross-examination of Fifield was resumed by Mr. Butler. He testified: I had a guernsey frock on at the time of the murder; did not roll up my sleeves and say "Here is some of the old man's blood;" had no blood on my clothes, though I was near enough to the body to get some on; the plan on which we acted was, that myself and Stanley should remain on deck, while Plummer, Cartha, Herbert, Hall, and Burns went below; the agreement was made before Plummer dealt out the liquor from the coacoa-nut shell; when he came with it he said he was going below to take the captain, and Cartha and Herbert were going with him to take care of the other officers; I swore at New South Wales that I was not treated with liquor before the murder; that was false; I denied there that I fastened any thing upon the captain; I knew that was false; I denied that I held the cabin door; I swore to other things which were false; I swore that the mate had threatened to shoot and flog the men, which was true; I have been told by Mr. Woodbury (U. S. Attorney) that if I told the truth here, he would see that the government did what was right; did not understand by that that I was to be released from responsibility for this deed; thought Mr. Woodbury meant to intimate that those who deserved punishment would receive it; and those who did not would be discharged; expected to be tried for the offence same as the rest; the reason why I swore as I did in Australia was that I was anxious so save myself and the others; when we left the ship the mate was in charge, and it was understood that he was to run into New Zealand, and not molest the men; three cheers were given as we left the ship, and the ensign was run up on board in token of salute; I told Mr. Nelson that I knew nothing about the assault; never said any thing on board about having killed a police officer in Boston, and run away.

To Mr. Pelton, counsel for Cartha—Never had any difficulty with Cartha; I always went by the name Fifield; I was in the express business when I left East Cambridge to go a whaling voyage; we did not usually have liquor to drink on board the ship. [The witness was cross examined at length with a view of ascertaining definitely the part taken by Cartha in the murder, but nothing new or essential was educed. It was stated that Cartha on several occasions avowed the shooting of the second mate.]

To Mr. Lothrep, counsel for Herbert—The Junior was a ship of three or four hundred tons; the size and dimensions of the various parts of the ship were described by witness.] Herbert was not in the arrangement to take the ship, that I know of. The weather on the night of the 25th was rather boisterous. The vessel was hove to on the starboard tack; Harrison was at the wheel all the evening. The order to Herbert and Cartha to go below was not given by Plummer in witness's presence. Plummer had absolute command that night; did not ask Harrison to hold the door for me. When Herbert told me that he threw the hatchet at Nelson no other person was present. Herbert said he was well brought up, and did not think he should ever come to this.

To Mr. Prince, counsel for Stanley—First met Stanley on board the ship; he was considered an obedient and amiable man, but at times exercised his temper; he was sometimes placed at the officers' lookout, on the mainmast head; when the starboard watch was called on the night of the 25th, don't recollect who was first out of the forecastle. When Plummer came on deck he said "it was boisterous weather," "it was Christmas night," &c., and passed around a cocoanut shell with liquor in it; I drank and Stanley drank; could not say what kind of liquor it was; did not hear any conversation between Plummer and Stanley; Plummer told me to tell Stanley to watch the mizzen-hatch with a whaling spade; gave the order, and Stanley obeyed immediately; there was a slide in the hatch by which any person could have been prevented from coming up; Stanley said nothing when I gave him the order.

Direct examination—To Mr. Andros—When Nelson beat Hutchinson it was for not starting quickly to loose the fore topgallant sail; this was when we were about three weeks out; the same officer beat Burns a few weeks later for letting the falls slip through his hands when they were lowering the boat; he struck Burns several times and kicked him, and said he would be d——d if he did not kill half of them before the voyage was over.

A few weeks later the same officer beat Cartha; two others had some trouble, but I don't know what it was; knew of no beating by any other officer; the bad meat was served out immediately after leaving port; we had it more or less all the time up to Christmas; the bad bread was used about the same length of time; two casks of the bread was used, and when the third cask was opened, I carried some of it to the captain, when he ordered Mr. Nelson to put it back, saying that he wanted to keep it for hogs when he got to the Sandwich Islands; Nelson remarked at that time that the bread was good enough for foremast hands.

Adjourned from one and a half to three o'clock.—[Boston Courier.

FIFTH DAY.—AFTERNOON SESSION.

The Court came in at 3 o'clock, and the re-examination of the witness Fifield was resumed by Mr. Andros.

The bad bread was not served after complaint was made to the captain; more beef than pork was served out at the meals; the pork was made up of the chime pieces, heads and legs.

This concluded the examination of this witness.

Wm. F. Durfee was then called, and testified that he was a civil engineer, and was called to make some examination of the ship Junior. The plans used in Court were shown him, and he swore to their correctness.

Benjamin Brown was next called, and testified to having been called to cut out a piece of board from the wall of the cabin. He testified that he believed the piece exhibited in Court was, to his belief, the one he had cut out, and that he extracted three bullets from it with a chisel. He did not think any change had been made in the holes. It was about a foot or sixteen inches from the head of the berth.

Henry T. Lord was then called, and testified: I sailed on the ship Junior as 2d officer, on the 21st of July, 1857. She was bound for the Ochotsk Sea, on a whaling voyage. We first touched at Flores, one of the Western Islands, after leaving New Bedford; I think we arrived at night, and left in the morning. We arrived at Fayal in about 12 days after leaving the Western Islands. We then went to the Trustein Islands. We staid there 6 hours. We then went for New Zealand, and arrived on the coast about the middle of December. The crew had been divided into boat's crew watches, and Plummer, as boatsteerer, had charge of one. I was in my stateroom, in the cabin, on the port side, next the steerage, and John Smith, 3d officer, occupied it with me on the night of the murder. I occupied the upper berth. After I went into the cabin I saw John Smith at the cabin table. I remained there till 1½ or 2 o'clock.

Some one then came into my berth with a boarding knife; I know it was a boarding knife as I cut my fingers on it; there was an open spot in the curtain by my head. When I woke up I looked up and saw two persons; I knew one of them; a pistol was fired at me, and the ball took effect in my breast, on the right side near the first rib; the pistol was fired by Richard Cartha. [Witness recognized the prisoner in Court.] The other person was John Hall, otherwise known as Wm. Paine; I knew him by his dress; the next thing I knew after this I got out of my berth; John Smith was lying on the floor with one arm on the berth; I spoke to him; he did not reply, but groaned; there was blood under my feet I saw no wounds on his person; there was no light in the cabin; about two minutes afterwards I saw Mr. Smith again, after I got dressed; I went to the cabin and saw the first officer on the port side; he was on one knee; his shirt was partly torn off, and his arm was bloody; I went on deck and saw Duffee, the steward; I was crawling up on top of the casks, and the first I knew I put my hand on him; I saw several persons going up the mizzen hatch; after I went up I saw Cyrus Plummer; I heard Plummer speak before I went on deck; he called the boatsteerers to come on deck, and then said anybody could come up that was not armed; I started at once; as soon as I got on deck Plummer sent John Hall for a rope, and tied my hands; Plummer, John Hall, Herbert and others then took me into the forecastle; Herbert had a hatchet; I begged of Plummer for my life when he was taking the ship, and he said I should not be hurt if I did not turn against him. They left John Hall with me; he had a knife in his hands; I remained in the forecastle about 29 hours before I went on deck; Plummer came down every hour or two, armed either with a gun, hatchet, or both; when I went on deck there was smoke between decks; I saw it as soon as I came out of my stateroom. Before I got on deck I heard Provost say, "I've a revolver, and if you are not careful you'll get your head blown off." Plummer unbound me, but every night they put irons on me; sometimes one did it and sometimes another; Plummer told me I knew where Provost was; I told them I did not know where Provost was. Five days after they rose Plummer told Provost he might see me, but I did not speak to him till Plummer gave me a permit to. He staid five minutes; he had on a pair of woolen drawers and a shirt; his face and ear were black.

I had some conversation with Cartha respecting the transactions in my state room, a day or two before they went away; he was saying to me that I would never forgive him for shooting me; I pretended not to know he did it; he said "you know well enough; well, you were lucky to get off as you did; now you can make a good thing of it; you can go into the first port and sell the ship;" he said he would fix it so I could have half she sold for; and Provost the other half; I told him all I wanted was to get ashore safe.

I heard Herbert say one day that he threw a hatchet at the mate; this was in the forecastle some time before they went away.

The left the ship some time in the forenoon on the 4th of January, off Cape Howe, about 20 miles from land. Plummer, Stanley, Burns, Cartha, Brooks, Herbert, Sanford, Cannels, Hall and Sampson; I had done nothing up to this time, in regard to my command, only that I took the sun two or three days.

Before they went away they agreed to give the ship up to Provost if he would go to New Zealand; Plummer said if the crew followed them they would come on board and kill all hands; they took a Bible, Samuel Howard made Provost swear on it that he would go to New Zealand.

Before they left Herbert wrote in a book, and I heard him read it; he was over fifteen minutes writing it. [Mr. Andros was here taken suddenly ill, and Mr. Woodbury continued the examination of the witness.] Previous to this act of writing, Provost told Plummer if they went into port they might be made to suffer for the transactions, and asked him to write something in the log, describing how the thing was done. Plummer said he couldn't write very well, and so asked Herbert to do it; he said he would, and did so; he read it after he was through; and then asked Plummer if that would do; Plummer said he thought it would; he then said to Provost, "That will clear you; there will be no blame attached to any one on the ship," Provost said that would do; Herbert then called on Plummer to sign it; Plummer said "You can write better than I—you do it"; Herbert said "come here and take hold of the pen then," and he did so, and Herbert signed the name; Herbert signed all the names, the others in turn taking hold of the pen; when they had finished writing they said that would clear all the others.

At 5 minutes before 6, the Court adjourned till 9 o'clock, Saturday.

SIXTH DAY.

Direct Examination of Henry T. Lord, resumed by Mr. Andros. Had a conversation with Stanley about the parting of the flying jib sheet; Stanley said the sheet did not part, but was cut, and that when I went forward to reach it a man was standing ready to knock me down, but that I turned round too quick; don't remember any other talk about it with him; in a talk with Plummer he said that a plan

was laid to take the ship when about three weeks out, out, when off Fayal; he said he meant to take it while the officers were on shore, but as the men who were to assist him were also on shore, he gave it up; after the 25th of December, was in the cabin, and noticed the lining of the side of the ship; there were four holes, about opposite where my head would have laid. [Witness here identified the piece of lining exhibited in Court yesterday, having several holes in it it]; I dug out two bullets from the largest hole; I have been a whaler ever since 1851: the provisions served out consisted of beef, pork, beans and rice, as much as the crew could eat; the quality of the bee was tolerably good—not the best, nor the poorest,—but good sweet beef; [question asked whether the same provisions were served in the cabin as to the crew—objection made by Mr. Butler—question allowed]; the same provisions that were served to the crew were served elsewhere; I partook of them myself; the beef for the whole ship was cooked in one vessel; the bread was as good as I ever eat, except one half cask that was used during the first part of the voyage; a second cask of bad bread was opened and served to the crew for only one day; after that the bread was all good new bread; never had any trouble myself with any of the crew; one day I saw the mate, after giving an order to Cartha, who was at the wheel, have some conversation with him and strike him several times; they seemed to be fighting together, but the mate finally got the best of it; I once had some words with Cartha for failing to give me prompt obedience; the potatoes taken on board ship at Fayal were served to the crew as long as they lasted; a few cabbages and turnips were also taken on board at Fayal; [witness identified a Colt's pistol shown him]; the pistol belonged to Capt. Mellen; I saw it in the possession of Plummer after the 25th of December, but not after he left the ship; next saw it in the police station at Twofold Bay; [witness here identified the logbook of the Junior, and Mr. Andros expressed his desire of putting into the case the entry in the logbook, quoted yesterday in the Courier. After discussion the offer of the book was withdrawn for the present.]

Cross-examination, by Mr. Butler.—At Flores the captain went ashore, accompanied by a boat's crew; at Fayal the captain was accompanied by the third mate when he went ashore; at Amsterdam we fished, but did not go ashore; I did not know whether any beef was served out that had been a voyage; there was some Sandwich Island beef on board, but only one barrel of it was opened to my knowledge; some of that was served in the cabin as well as to the crew; I don't know at what time the barrel was opened; the beef was a little darker than good mess beef, but was hard, and had no bad smell; it was bloody and poor, while the other beef was fat; never heard any complaint of the meat, but Provost told me that there was complaint about the grub; we had new, fresh-baked bread every day but one on the passage out; never heard any complaint about the bread; don't know whether the wormy bread was made up into a sort of hash with meat; we had some preserved meats in the cabin; there was a quarter of fresh beef brought on board at Fayal; can't say whether any poultry on other fresh meats were brough aboard; I have thrown buckets of salt water upon three men on the deck; we used to soak the meat in salt water, and have thrown such water upon the men on deck; once it was upon a man who had fallen asleep in his watch; he had crawled in under the vice bench, out of the way; Plummer was the man; did not throw a bucket full; one night there were two men forward upon whom I called on to brace the yards, and as they did not get up, I put a bucket over the side, and threw some water on them; never saw any one struck on board except when the mate had the difficulty with Cartha. While in the Indian Ocean a chicken escaped from the coop and flew overboard, and I went after it; I suppose it must have been brought aboard at Fayal, but I did not know it at the time; after the taking of the ship I was put in irons simply to keep me from turning against those who had taken the ship; I was treated with every kindness, and lived well, but Plummer twitted me of some things, such as knowing where the first officer was; the night before the prisoners left we had quite a little "sit down" in the cabin, eating and drinking together; when Provost was found in the hold, Plummer expressed the opinion that Provost and myself were conspiring to retake the ship, and said that the first sign of any such thing that he saw, I would be a dead man; I had on board a chest of liquors belonging to me personally; on the night of the 25th I gave a bottle of gin to Plummer for a treat to himself and boat's crew; Plummer said he thought it was hard that they could not have anything to drink on Christmas, and I told him that if the captain did not give him a bottle I would.

Witness here acknowledged his signature to the shipping articles, and Mr. Butler offered the articles in evidence, in order to show at this time that Lord had signed a pledge not to take any liquors on board the vessel, as his private stores, under penalty of forfeiting his share of the voyage. Objection was made by the government counsel that the paper was not the original shipping paper, and therefore could not properly be introduced. The paper was admitted for the purpose of affecting the credibility of the witness.

The government contended that the shipping articles in court, being simply a copy, unattested, was no proper proof in the case; but Mr. Butler upheld the authenticity and entire irregularity of the shipping articles, and the consequent illegality of the voyage, which he might prove perhaps, as designed for the slave trade, or for other unlawful or disreputable purpose. The witness Lord first testified that he had signed the paper in court, and next, that he had signed no other paper of the kind. These facts of evidence, Mr. Butler held, proved that the paper in the court was the original; for, if none other was signed by witness, none other could be the original except that paper he did sign. As the original paper he moved the court to submit it to the jury.

To this motion objection was made by Mr. Woodbury, for the government, who moved for leave to call witnesses to show that the paper was not the original one, which was granted, and the time given for their production. The cross examination proceeded, and embraced other points of testimony given by witness in his direct examination.

The most prominent questions were put regarding the bullet holes in the back of the partition behind the captain's berth. The witness stated that it was his belief that the captain wore a blue shirt in bed the night he was murdered, which account, probably, for the blue threads attached to the bullets which were picked out of the timbers behind the partition of the berth.

Further, witness stated that he had no doubt whatever, of Cartha's intention to shoot and murder him, although when he spoke with Cartha on the matter he pretended not to know who shot him, or concerning the ultimate intent of the party who fired the shot, and forgave whoever it was fired the pistol.

Witness did not profess to be able to navigate a ship, but could take the sun and find the latitude, not the latitude; he never was requested to find the position of the ship in any way—only to get the sun for Provost, who worked out the calculation, some time about five days after the mutineers had taken the ship.

The witness came home on board the Junior, and on the voyage a barrel of bad beef was broken, which witness smelt, but did not see. It was in the ship when she left New Bedford, and was taken from the same place as the former beef was taken at the commencement of the outward voyage. The ship had been four months at Sydney before she returned home to New Bedford.

The captain's pistol was presented to witness for identification; he identified it by certain engraving on the bone handle of it, done when it was in possession of Plummer after the ship was taken.

The witness spoke of Plummer as having been a smart, active seaman, as good a man as could be had and one who was always prompt to do his work. His temper was a little uneven, but he was generally of a mild disposition.

The witness was examined on behalf of the other parties, cut nothing important was elicited from him, or anything that materially conflicted with his main testimony.

The Court adjourned at 3.40 o'clock until Monday morning at 9½ o'clock.

SEVENTH DAY.

Cross-Examination of Henry T. Lord, by J. Q. Adams, junior counsel for Herbert. Herbert was shipped as a green hand, and always behaved himself well on board prior to December 25th; he was as good a green hand as we had on board; never saw him struck or punished by any officer; when I retired, on the 25th, the captain was still up; I did not see Herbert in the cabin when I went in there after waking up; when went up the mizzen hatch, I saw about a dozen men, all of them having weapons in their hands; I recollect asking Hall for some liquor to wash my wound in; don't recollect speaking to Herbert in the forecastle; don't recollect hearing Herbert say "thank God, there is one saved;" there was a good deal of confusion, and I don't recollect what Herbert did say; Provost has told me that Herbert said to him that he threw a hatchet at him (Provost); did not hear Herbert say so himself.

Cross-examination, by S. M. Quincy, counsel for Stanley.—Stanley was a good hand, and was sometimes put on the lookout at the main top gallant mast head. On the night of the 25th there was much confusion on board, and I could not distinguish persons unless they spoke to me.

Re-direct Examination, by Mr. Woodbury.—When the entry in the log book was made, Provost and myself were under the control of those who left the ship; they were armed and we were not; they had said the night before, when at supper, that that was the last supper they should eat on board, as they should leave the ship in the morning. When the entry was made, Herbert said the signatures would not be good for anything unless they whose names he signed touched his pen.

The witness was briefly cross-examined by Mr. Pelton and Mr. Chandler as to the light seen through the cabin door, and the boats taken by the mutineers.

Henry Mason was then called.—I was a seaman on the Junior, and belonged to the captain's boat's crew; was waked up on the night of the 25th of December, between 12 and 1 o'clock, by Herbert, who said the ship was taken; I asked him if we had been boarded; "No," he said, 'our boat's crew has taken it;" he waked others as he did me; I dressed myself and went on deck; met Cartha at the forecastle scuttle; said he, "come on deck all of you—if you stay below it will go hard with you"; it was so dark that you could not discern a man to tell who he was, the length of the ship; I went aft as far as the try-works; heard Burns tell Cartha to call all hands on deck, and tell them he would shoot them if he did not; Cartha had a pistol in his hand; saw Mr. Lord come up the mizzen-hatch, and saw Stanley there soon after; saw Hall and Plummer there also; heard Plummer say to Lord, "come here and I'll bind you like a man; when all the hands were on deck, Plummer said to us that if we obeyed him, we should fare the best—he had taken the ship, and he wanted us to obey him the same as we had the officers; Stanley was at the mizzen hatch at this time; saw Duff, Graff, Sampson and others at this time; after Lord was bound he was sent to the forecastle, and Hall was stationed to guard him; heard Hall say that he supposed that the mate intended to burn them and had set the ship on fire; when the fire broke out orders were given by Plummer and others of the prisoners to put it out; the fire was put out about six o'clock in the morning; saw Arrison at the wheel part of the time; don't know who relieved him; before the fire was extinguished, the dead bodies of the captain and third mate were brought on deck; Plummer and Stanley were on deck; a rope was bent on the captain's ancle, and he was hauled up; as the body came up the scuttle, one foot caught, and Plummer said "let him go by the run," and we bent on to both ancles; the body was naked with the exception of the hands; I saw a wound in the right side, two on the side of the neck, one on the right shoulder, and one in the small of the back; to all appearances the wound in the side was made by a ball discharged from a gun; the wound on the side of the neck was about three inches long; the one on the back was about the same length; one of the wounds on the shoulder looked as though it was made by an underhand blow; the third mate's body was brought on deck immediately after; there was a chain on the body; as the body was launched over the side, Plummer said, "Go down to hell and tell the devil I sent you there;" the grindstone was fastened to the body at the suggestion of the carpenter. There was a shirt and pair of drawers on the body; there was a wound on the right side of the neck. After the bodies were disposed of, we commenced to clean the ship by order of Plummer and his associates. Plummer was armed with a double barrelled fowling gun; Cartha had a revolver; Stanley and Herbert both had double barrelled guns; saw a boarding knife in the third mate's state room before the mate was removed; saw a great deal of blood in the captain's berth; saw Plummer in the cabin giving orders to the men and boatsteerers. After this Plummer, Cartha, Stanley, Herbert, Brooks, Graft, Rike, Burns, Hall and Sampson, took their meals in the cabin; they had previously eaten in the forecastle; Plummer acted as captain, and Sampson and Brooks were his officers; Plummer called us all aft, told us we must obey the officers he had appointed, that we should be treated well, and have the best there was in the ship, and should be obliged to do no work except to work the ship; he said we had worked hard enough and long enough for nothing, and that we should not do it while we were under him; he said it was his intention to make Australia as soon as possible, when he would see that we were all put ashore, and the ship would be destroyed; saw the first mate for the first time after the 25th, on the afternoon of the 31st; all the whaling gear that would sink was thrown overboard; the wooden portion was cut up into firewood; Plummer gave the orders to have the iron thrown overboard, first saw Provost in the fore hold on the 31st; Plummer and others were waiting at the hatch to receive him; Plummer, Stanley and Herbert each had a double barrelled gun, and Cartha had a pistol and hatchet; Plummer told the mate to come out, and said that if he gave up his arms he would not be harmed, otherwise it would go hard with him; when he came out he seemed to be pretty badly scared; Cartha assumed an attitude as though about to strike with his hatchet; he began to speak, saying "G—d d—n you," when he was interrupted by Plummer, who said, "Stand back, Dick, he's had enough;" I have heard Herbert say he was in the cabin at the time of the murder; he said that Cartha was armed with a pistol, he (Herbert) with a hatchet, Burns with a boarding-knife, and Plummer and Hall each with a whaling-gun—that they went into the cabin, Plummer first, then Herbert, Hall, Cartha and Burns—found the officers asleep—that Plummer gave a signal, and all fired at once—Plummer at the captain, Hall at the first mate, Cartha at the second mate, and Burns at the third mate; I asked Herbert what he did, and he said he threw a hatchet at the third mate, but did not know whether it hit him or not—that as soon as the captain was fired at he rose up in his berth and said "Oh, my God! what's this" —that Plummer replied "it's me," and struck the captain with his hatchet—that they all then fled from the cabin; this was told me by Herbert on deck soon after the occurrence; Stanley once told me that the plot had been carried on for a long time unbeknown to any save those who were engaged in it; Plummer, who was standing near, said "That'so;" have heard Plummer say "as soon as I shot him, I gave him four or five with the hatchet and soon laid him low;" the prisoners left the ship on the fourth of January; we made land on the third; on that afternoon Plummer called us aft and told us that he had changed his mind—that, instead of destroying the ship, he meant to give her up to the mate, provided he would take her into New Zealand, but if he (Plummer) saw any indication of a disobedience of his orders, he would come aboard and would not leave a man standing on deck, fore or aft; Plummer had the mate and second mate sworn to take the ship into New Zealand; [witness here gave the history of the log book entry, substantially as before related.]

Witness identified the writing of Herbert and Graft in the log book, described the blood and ball holes in the lining of the cabin, and stated the occurrence attending the departure of Plummer and his party from the ship.

Court adjourned from 1½ to 3 o'clock.—[Courier.

SEVENTH DAY—AFTERNOON SESSION.

The witness Mason was cross-examined by Mr Butler, for Plummer.

I was born in Eastham, Mass. My first voyage was on the Junior. The person they afterwards called Provost was called Nelson when we left New Bedford; he was not an American. I have seen Nelson, alias Provost strike several of the crew; I have seen him

9.

strike Hutchins, Cartha and Burns, he struck Hutchinson several times on the head—three or four pretty severe blows; this was a little over a month after we left New Bedford; I should think Hutchins was an American; I saw him kick Burns several times with thick boots on; he was holding on to the fall of the mate's boat; two orders were given, one of which he obeyed, saying, "I can't obey two orders at once;" Mr. Nelson said, "you G—d d—n red headed Irishman, what do you mean?" After he struck Burns, I saw him strike and kick Cartha, who was at the wheel; I first saw him have him by the collar of the coat striking him; Cartha got away and the mate overtook him and struck him some twenty times; the blows were not very scientific, but were pretty severe; Cartha did nothing but try to defend his own person; I saw Cartha's person soon after; there were bruises on his neck and chest; Mr. Nelson's language towards the crew was not very becoming; he seldom called them by their right names, but addressed them as "you red headed Irishman," you "black Arab," or something of that kind, accompanied with oaths; I saw the captain interfere in Hutchinson's case and stopped the mate; he also reproved the mate on that occasion for his language; Nelson made many threats to the crew; I heard him say once that he would shoot half the crew before they got home; I thought he was in earnest; there had been no signs of mutiny then; the captain was pretty sharp in his language sometimes. I never saw John Smith or Mr. Lord strike or kick any one.

Mr. Lord once threw some water on Herbert, Duffee and myself, who were lying on the deck. He had told us not to lie there, as we should catch cold. I was not asleep.

[On a discussion which here arose, in relation to the propriety of asking a question which he proposed to put, portrayed in an eloquent manner the wrongs which he proposed to prove his client to have suffered, by this course of questioning. Mr. Andros maintained that the ill-treatment of the prisoner by the mate, was no apology for the murder of another party—the captain. He argued at length against the question being allowed to be put. If, said he, there is any benefit which can accrue legally to these prisoners, then in the name of Heaven let them have it, but if it cannot be done in the name of the law, then let justice be done. The Court ruled that all testimony relating to the treatment of the prisoners, unless occurring immediately before the act, was improper, unless the subject should be introduced by the government.]

Never heard the captain say that the crew should not go ashore. Never heard or knew where we were going. When I first saw Mr. Fifield, on the morning of the murder, he was on the quarter deck. Soon after, I saw him while they were throwing the body of the captain overboard. He ate his supper in the forecastle that day; don't know where he got his dinner. Before the boats left the ship, when the oaths were administered, Mr. Provost and Mr. Lord kissed the book. After the boats left, a signal was raised, as soon as we saw a sail. We spoke a schooner, and the captain came on board. I wrote out an account of the affair at Mr. Provost's direction, and kept the log.

When the captain's body was on deck, heard Fifield make the remark, "take hold here—didn't you ever see a dead man before?" I do not know whether Fifield was with the company that took the ship.—After we left Fayal we went to the captain and complained of Provost's treatment; the captain said in substance that he did not want to hear any more complaints of that nature; afterwards heard Provost say that he would let us know he could lick us; don't remember of his saying we were green if we supposed the captain would interfere.

The cross-examination by the other counsel elicited nothing new.

The Court, at 6 o'clock, adjourned till 9 o'clock Tuesday.

U. S. Circuit Court, Boston, Tuesday, Nov. 16.

EIGHTH DAY.

The court came in at 9 o'clock.

Archibald Mellen, sworn—Capt. Mellen of the ship Junior was my son; he was twenty- seven years old.

To Mr. Pelton—I have had a middle name, but have not used it for forty years; never heard my son called Archibald Mellen, Jr.; think the signature on the ship's papers (shown witness) is his; I have another son—Thomas Mellen.

To Mr. Butler—Have seen my son sign his name differently from Archibald Mellen, Jr.; have in my possession letters signed without the Jr.

To Mr. Andros—Never was on board the ship Junior.

Charles B. H. Fessenden, Collector of the Port of New Bedford, sworn—Have been accustomed to issue ship's papers, [witness produced, and swore to as genuine, the owner's application, master's oath, ship register, crew list, and shipping paper, all kept in his office.]

Cross-examined by Mr. Butler—I have produced all the papers appertaining to the Junior, except certain bonds, the certificate of registry, and the crew's protections.

David E. Greene, sworn—I reside in New Bedford; am part owner of the ship Junior.

Mr. Butler here interposed objections as to the reception of the evidence relating to ownership; contending that as there was an informality in the transfer of the ship to the present owners, contrary to the laws of the United States, and as the register was for that reason improperly issued, the vessel was not entitled to American protection. After discussion, the objection was withdrawn.

Examination resumed—Myself, my son Robert B. Greene, Dennis Wood, and Willard Nye were the owners of the Junior on the 21st of July, 1857; the owners are all American citizens; the same parties have owned the Junior ever since; I attended to the fitting up of the ship myself.

Question asked, if any bad bread was put on board the ship. Mr. Butler objected, saying they wanted to know only what was given to the crew; not what was put aboard. Mr. Andros said he wanted to show that but three casks of bad bread was put aboard, and that one of them came up. Judge Sprague said he should allow the question, and the jury would determine the relation of the provisions put on board to those fed to the crew.

Witness resuming.—I bought the flour from which all the bread on board was made, excepting three casks, which the ship had brought home from a previous voyage; saw two of these casks on board when the ship came home; there were 235 barrels of beef and pork on board, 25 of them were prime mess, and all the rest were Boston and Chicago mess, with the exception of twenty barrels, which the ship had brought from the Sandwich Islands; this was re-salted on the wharf, and I know, by examination myself, that it was all sweet; bread will keep three or four years; pork will keep five or six years, unless the pickle gets out.

Cross examined by Mr. Butler.—The Junior was bought for my firm about twenty years ago; the only change in the ownership of the vessel that I know of, was a transfer several years ago, for one voyage, of an eighth to Capt. Tinkham; the old bread was put on board the ship with the understanding that it was to be fed to the hogs, or was to be sold at the Cape Verds Islands in exchange for vegetables, one of the casks of bread which came home was not quite full; there was 6 casks (besides the 3) which had been part of a voyage, and had been stored a year, which was put aboard ship; don't know whether it came home or not; some bread was sold at Sydney; only 3½ casks of bread came home; a cask holds about 575 pounds. Some of the beef which came home did not seem to be American beef; it was darker than ordinary Boston beef; there was apparently some blood in it; I put salt and pickle in it before it went out; about twenty barrels of beef came home; there was one barrel that was bad; only one barrel of pork was brought home, with some in casks. I have no exact record of the ship's stores; the beef was branded as good beef. I don't know of any way in which the manner of storing could be ascertained.

Cross-examined by Mr. Pelton.—The Sandwich Islands beef was put up in Boston beef barrels; the water on board was taken from Mr. Gardiner's pond, New Bedford; there were six or seven hundred barrels of water, put up in clean casks, for purposes of drinking and washing, and for ballast; everything obtained by the ship on the voyage was divided according to the articles.

Samuel Howard, sworn.—I was a seaman on the Junior; I belonged to the third mate's watch, and to Joseph Brooks' boat's crew; I was on deck on the night of the 25th of December; think I was below at twelve o'clock; was called on deck by Plummer at midnight; I was waked up by Herbert before I was called on deck; Herbert said the ship was taken, and all the officers were murdered; I asked him who committed the act; he said the boatsteerer's had a hand in it; he said I had better lie still in my berth, and when I was wanted they would call me; Plummer came into the forecastle and told us to go on deck; he had a hatchet in his hand, and seemed very much excited; he said he was captain of the vessel, and if we obeyed him it would be better for us; Mason, John Portugue (alias Enos), Marlett and others were present; when we got on deck, Plummer was armed with a pistol, and he repeated his order to us to obey his commands; there was an order given, I think by Plummer, for us all to arm ourselves; I armed myself with an iron, and kept it in my hand a few minutes; I remained on deck passing water while the fire was being put out; went aft after the fire was out; I was in the waist when the bodies of the captain and third mate were brought up and thrown overboard; saw Plummer on deck at the time, but don't recollect seeing either of the other prisoners; saw the wounds on the body of the captain; a chain was made fast to one body, and a grind-stone to the other; heard Plummer say, "Go down to hell, you son of a ———, and tell the devil I sent you there;" when I was in the waist, throwing water, Cartha asked me if I did not want something to drink; I was told to go into the cabin and lend a hand to clean it up; found the cabin considerably burned; saw a hole in the ceiling of the captain's berth, and it was very much spattered with blood; have heard Plummer say that he killed the old man (meaning the captain;) think he said he shot him first, and then settled him with a hatchet; he said that when he shot, the captain said, "My God! what's this?" when he (Plummer) answered, "It's me, G—d d—n you!" I know that Stanley said something to me about the affair, but what it was I don't recollect; think I saw Lord and Stanley near the booby-hatch when I came on deck from the forecastle Plummer and Hall were also there; heard Plummer tell Lord to come to him and let him bind him; don't recollect hearing anything said about the death of the captain or third mate, in the presence of either of the prisoners; have heard Herbert say that he threw a hatchet at the mate; heard Plummer say that he intended to take the ship to a place called "Hole in the Wall;" [witness went over the facts, many times stated, relating to the leaving of the ship by Plummer's party]; I saw Plummer on a steamboat in the harbor of Sydney, when he said, in substance, that he wished he had killed the whole of the crew.

Court adjourned from 1½ to 3 o'clock.

EIGHTH DAY—AFTERNOON SESSION.

The cross-examination of the witness Samuel Howard, was proceeded in by Mr. Butler.

The bread we had to eat was very bad; it was old bread; we had it all the time; we had the Sandwich Island beef served out to us—but I do not know as we had it all the time. The meat tasted like a boiled piece of leather. There were a good many colors to it. The men were a good deal dissatisfied about the meat, and talked it over once in a while, we had so little pork sent forward that I could hardly tell how much of our food was pork. We had beans once a week. For breakfast we had dry coffee and wormy bread. For supper we had more coffee and more bread. I had no idea of taking the ship, or that it would be taken, till the mutiny occurred. A greater part of the crew came to the conclusion that they would leave the ship when they got into port. When I was called on deck after the murder, I took a harpoon, in obedience to an order to arm myself; saw Fifield pretty near morning, on the quarter deck, near the companion way door, as if guarding it, armed with a hatchet. I administered the oath to Mr. Nelson and Mr. Lord, by direction of Plummer. Mr. Nelson (Provost) gave the order to cheer when the party left the ship.

[The cross-examination by the other counsel elicited no new facts of interest. The witness seemed almost entirely uninformed on the subject on which he was interrogated. He was very fractious, and his almost invariable answer to the questions pronounced to him was, "I don't know," "I can't tell," or "I don't remember."]

Geo. R. Arascon, the next witness, testified: I was in the second mate's boat's crew, and was on duty on the morning of the 26th. I was placed at the wheel, and Plummer told me not to make any noise, if I did he would shoot me. Plummer told Fifield to stand at the companionway door; he asked him if he thought he could trust him. He said—"Yes, I guess so." He then spoke to Stanley, who had a spade in his hand. I remained at the wheel four hours. When I left the wheel I had Plummer's permission. He told me to lash it. It was an hour before I left the wheel after the fire occurred. I then went below to help carry water. I saw the body of the captain when it was brought on deck. It had one wound on the shoulder and one on the neck. All the crew were there. I assisted in throwing the bodies over by order of Plummer. Plummer and Cartha were both armed. Can't say where Stanley was. The hands nearly all intended to leave the vessel when they got into port. Plummer spoke one day about taking the ship. Some said they could, and some that they couldd't. I told them I didn't want to get into a scrape.

At this point, at 6 P. M., the Court adjourned till 9 o'clock Wednesday.

NINTH DAY.

The Court came in at 9 o'clock.

Direct examination of Charles Arrasion resumed: I was forward on the night when the flying-jib sheet was cut; don't know who cut it; Stanley, Plummer, and Fifield were on deck; Plummer asked Fifield why he did not knock the second mate (Lord) overboard; Fifield said he did not want to; afterwards the top-gallant sheet was cut; heard Plummer, tell Fifield to knock Lord down on deck; Plummer, Cartha, and Stanley had knives and hatchets in their hands; Fifield had an axe in his hand; Lord turned around after coming part way aft, and then gave the order to make fast the top-gallant sheet; Fifield went up and made it fast, and that was the last I heard of it; heard Plummer say that he would take the ship if he had to take it himself; I came home in the Junior; the prisoners came home in the same vessel.

Cross-examination by Mr. Butler—Have been on a whaling voyage nearly three years; before that was engaged in coasting; I am of Irish descent; don't know as I can swear the same here as I did in Sydney, as I have not much education; don't recollect whether I swore in Sydney that I did not know of any design to take the ship till I saw the flash of the pistol through the sky-light; I did not tell so much in Sydney as I have told here; Fifield did not want me to swear in Sydney; did not want to swear myself because I held the companion-way door the night of the 25th; have not told that here yet, because I have not been asked; while I was at the wheel Fifield asked me to hold on the door while he went to speak to Plummer, and I held the door with one hand and kept hold of the wheel with the other. I did not run away from the ship in Sydney. I might have sworn in Sydney that I never knew anything about the scheme to take the ship; I swore falsely in that respect. Plummer was armed on the night of the 25th, wit a whaling gun. I heard of an agreemsnt to take the ship when we were near Fayal; I was in it at first, and we (Plummer, Cartha, Stanley, Hutchins and others) took an oath on a Bible that we would take boats and leave the ship on account of the treatment we received. At Truxtine there was another agreement, but it was not carried out. The agreement included a plan for knocking the second mate overboard by Fifield; Fifield failed to do it, and Plummer then said to Fifield, if he had known that he was not going to knock Lord overboard, he (Plummer) would have done it; never heard anything more about taking the ship until we approached New Zealand.—[Witness went over the abuses of the mate to the crew and the complaints about them to the captain; also about the bad bread;] when the bread was complained of to the mate, he told the crew to eat what they could and throw the rest overboard; but when he

found them throwing it overboard, he stopped them; two casks of wormy bread were served out, and the next cask we had was both wormy and sour; we complained of it, and the captain, after tasting it, and saying that it was bad, ordered a new cask broke out; the mate complied, although he said the bread was good enough for the men; after that we had good bread; the old bread was made up into "scouse;" our beef was dry and hard, so that we could not eat it; the cook would steal some pork for us; some of the beef was so soft that when taken hold of, it would fall to pieces; the pork was a small allowance; we eat the beef raw; I heard the crew express a desire to run away when they got into port; the whaling gear was thrown overboard by Plummer's orders.

Cross-examination by Mr. Pelton.—When I held the companion way door for Fifield, it was just long enough to allow him to go away and speak to Plummer; think I stood at the wheel two hours after I held the door for Plummer; I never saw anything bad about Cartha; I testified in Sydney that I saw a flash of light through the dead lights of the cabin, at the time I heard the report in the cabin; Stanley took my sheath-knife from me, assigning as a reason that it belonged to the ship.

Cross-examination by Mr. Prince.—Never went by any other name than Arrasion. Stanley and Fifield were standing on the starboard side of the quarter deck soon after I came on deck on the night of the 25th; they were engaged in conversation, but so low that I could not hear what it was; heard Plummer ask Stanley and Fifield if he could trust them; saw no other men about there; I swore in Sydney that I did not know what was in the log book.

The witness was subjected to a brief re-direct examination.

Dennis Wood sworn—Am a resident of New Bedford, and one of the owners of the ship Junior.

Willard Nye called. Reside in New Bedford, am one of the owners of the ship Junior; David R. Green bought the vessel in New York in 1841, and took a bill of sale in his own name; before the ship sailed he gave bills of sale to Dennis Wood and Willard Nye, who were then of the firm of David R. Green & Co., for one quarter each of the ship; Capt. Cyrus Tinkham bought one sixteenth of her some years ago, which is now owned by Robert B. Green; have always owned the same amount in her since she was bought as now.

Henry Mason re-called by Mr. Butler. Some of the time we had very bad bread on board the ship; it was served out soon after we left port; it was so badly wormy that I have seen a cake move without the assistance of any person; two casks of it were served out; they might have lasted a month; a third cask of it was commenced; there were no worms in it, but there were weevils it; some of the beef was bad; the color was not quite black; the beef was hard, but some of it was very soft—almost rotten; once in a while we had some good beef; a complaint was made to the captain when the third cask was broken open; the captain asked the mate where the bread was, and upon seeing it ordered the cask headed up; after the ship was taken we had good food; most of the time up to the time the ship was taken the living was unfit for any man; the beef was soaked in salt water.

To Mr. Andros. We had some fresh beef at Flores, no more than a quarter; we had beans and rice once a week; recollect seeing one barrel of potatoes on board; at Fayal two or three boat loads were brought on board.

Court adjourned at ½ to 3 o'clock.

Turn to Page 23

For Newspaper Records

11

The following pages
Copied from the
Original Logbook of the
"JUNIOR"

Logbook in the New Bedford
Free Public Library

13 Copy.

Remarks of A. Whaling Voyage

Thursday Decr 24th

First part light breeze from the N. W. Steering N. E. by E. Middle part strong Wind latter part strong Breeze from the N. W. Steering N. E. by E. at 10 AM. doubled topsails

Lat. 38.00 S.
Long. 165 E.

Friday Decr 25th

First part strong Winds from the S. W. Steary N. E. by E. at Sundown shorten Sail to main topsails & fore Sail middle part strong gale latter part heavy gale from the Southward laying to heading to the Eastward.

Lat. 37.58 S.
Long. 166.57. E.

The testimony on the opposite page was written by Wm. Herbert one of the Gang (who took the Ship) the Morning they started from the ship (Jan 4 1858)

On Board of Ship Junior 1857

Saturday Dec. 26th 1857

Light winds nearly all day. Towards night made sail and stood on the wind. Lon. 165.22 E Lat. 38.46

Sunday Dec. 27th

Fore part light winds. Middle part a strong wind heading to the westward. In the evening shortned sail to doubled reefed Topsails. Steering to Westward. During these night made 3 miles an hour.

Monday Dec. 28th

Fore part & middle part good fair winds. Up to 3 P.M. made about 6 miles per hour. Steering W. N. W.
Latitude 38°.38 Lon.

This is to testify that we. Tyrus Plumer, John Hall Richard Eartha, Cornelius Burns, and William Herbert did on the night of the 25th of December last take the Ship Junior and that all others in the Ship are quite innocent of the deed. 7

The Captain and third mate were killed and the Second mate was wounded and taken prisoner at the time. The mate was wounded with in the shoulder with the balls from a reloading gun and at the time we fired we set his bed on fire and he was obliged for fear of suffocation to take himself to the lower hole where he remain ~~these~~ until Wednesday afternoon. We could not find him before that but we undertook a third search and found him then. We promised his life and the ship if he would come out and surrender without any trouble and so he came out. Since he has been in the Ship he has been a good Officer and has kept his place. We agreed to leave him the greater part of the Crew and we have put him under oath not to attempt to follow us; but to go straight away and not molest us. We shall watch around here for some time and if he attempts to follow us or stay around here we shall come aboard and sink the ship.

11 15/ If we had not have found Mr. Nelson the ship would have been lost. We are taking two boats and ten men and everything that we want! We did not put Mr. Nelson in irons on account of his being wounded but we kept a strict guard over him all the time. We particularly wish to say that all others in the Ship but we five aforesaid men are quite innocent of any part in the affair

Witnesses Hugh Duff. Signed. Lyrus Plumer
Henry T Lord John Hall x
Herman Graf. Richard Carlin x
Cornelius Burns x
William Herbert

When I come up out of the lower hold (Dec 30. 1857) I found the Steward had cut his foot badly with one of the harpoons in the hands of (Wm Herbst. Hugh Duff (The Steward) has been off duty ever since, on account of being wounded.

John Lewis one of the foremast hands came to me on Dec 31 1857 and told me his was sick. his skin was all turning yellow and the whites of his eyes were yellow. I was told it was Jaundice and was caused by fright.

1st of January 1858

On the Evening of the ~~32 of Dec. 1857~~ as Plumer was standing watch over me with pistol in hand. He confessed that he had taken two or three goonig home in 1856. & that he came out in this ship prepared to take her with Pistols & Ammunition. He also said that he had no malice against any man in the ship only that he wanted to take the ship. & that he thought that could better be done until the Captain & officers were killed.

: Latitude 37° 58' S.
Longitude 166° 57' E.

Friday December 25 1857

Shortened sail for the night and everything appeared as usual until one Oclk. Saturday morning when the cabin was attacked by the five men aforesaid. Cyrus Plumer shot the Captain with a Whaling Gun containing 3 large balls, the balls went in at his left side passing under his ribs and came out at his right side, entering the side of the ship. The Captain sprang from his bed, and exclaimed "Oh my God what is this." He was answered by Plumer. "God damn you it is me." who then seized the Captain by the hair of his head (at the same time calling to his other men to "up with their hatchets") and commenced cutting him with his hatchet, after he had struck him 3 or 4 times he let him fall on the floor and he (Plumer) went on deck. The mate was also shot by a whaling gun in the hands of John Hall, alias William Payne. He was fired upon at the same time the Capt was. The charge from the gun went so close to my left cheek as to take some of the skin off and lodged in my left shoulder. It stunned me so that I knew nothing. But when I came to myself I sprang from my bed, exclaiming "My God my God what is this," and called for some one to come to me. He said "Steward come here." The Steward made haste to obey but was met at the door by John Hall, with Coopers Ax raised (He had dropped his gun) and told him if he said a word he would cut him down.

The then sung out "Boy" The boy turned out and came to me with a light. Then I told him to put the fire out in my berth. Then I went into the second mates room and saw the second mate dressing himself. I told him I was shot. He answered that he was shot too. The third mate was on the deck out of his birth crying. I left him and went to the Captains stateroom. I was barefooted. Not having taken time to dress myself. When I entered the Captains stateroom I felt that I was treading in blood. I sung out to the boy to bring a light here. When the boy brought the light I saw the Captain lying on deck dying. I raised up his head and he breathed his last. I then opened his chest and took his pistol (Revolver) and loaded three shots. X I determined to shoot the ring leader. I then sent the boy to tell the second mate to come to me. But neither one returned. I then blowed the light out and stood there as long as I could without suffocation I then thought I'd leave and give them a chance to put the fire out. As I passed out through the steerage I sung out to Cooper

The cooper answered me here I am. Then I sung out for several others to see how many I'd have to help me. But when I saw the ship on fire I thought was no use to ask for help. I then sung out to the men to put the fire out and I would not hurt them, as I passed by I heard the second mate on deck asking for his life. I heard Plummer say Kill him (as I thought) When the men heard me sing out to put the fire out. They said. "Yes you would like to get up there" & told me to "Come up you son of a Bitch or I'll shoot you down. I felt faint and being wounded I thought I'd take a Run Borer and go down in the lower hold and get some water and also the hopes of shooting the Ring Leaders. But I was without getting water or anything to eat. By that time my two days Pistol was out of order. My thoughts were all the time that the second mate was dead! My only hopes were that I would live to get into port. and if they undertook to sell the ship I would come out and take her. But after I had been in the hold five days they found me and told me if I would come out that I should not be hurt and that I might have the ship. So I passed my Pistol up when I found to my surprise the Second mate in irons. I was almost dead. But they took me aft & and dressed me. My shoulder where I was shot had mortified but they had it dressed. They told me that all they wanted me to do was to take them where they wanted to go. and I might have the ship. So I did it to save my life & the ship. The third Mate had the boarding Knife run through him several times. ~~with~~ by Cornelius Burns and after had killed him. Richard Cantiss told him to get out of the way and he (Cantiss) struck at the Second mate with another boarding Knife. But it struck the Berth Board. He then struck at him again when the 2nd Mate caught the blade in his hand and cut the point of it over the berth board. By that time I was out of my berth hollowing. Cantiss then fired a pocket pistol at the 2nd Mate and shot him in the breast. All I know before I took to the hold was that the Captain & 3rd Mate were dead. & that the 2nd Mate was shot and wounded and I supposed he was killed after he went on deck. The remainder of the aforesaid testimony was told me after I was taken.

The Proceedings on Deck as I was told.

At ~~one~~ ock Between one & two ock Saturday morning I (with the other forward hands not engaged in the muting) was awakened from a sound sleep and was told by one of the gang the ship was taken. & that the Captain 2nd & 3rd Mates were dead and that first Mate had stowed himself away. We were then made come on deck and were made arm ourselves with Lances, Harpoons, Spades, Axes & other things & were made stand at the Fore Main. & Mizzen Hatchways, waiting for the Mate. Just after I came on deck and had got to the Windlass the Second Mate came on deck and was made prisoner by the Gang. Plumer then bound him and sent him to the "fore Castle & set a strict watch over him. All hands except 2 at Each hatch were made come aft & work at putting out the fire.

After we had worked very hard for an hour or so, we got the fire so much subsided that we could venture below. A Couple of men were then sent below into the cabin and bent a rope on the Captain's ankle and some of the men on deck hauled him up. & heavy chain was then made fast to him and he was thrown overboard on the larboard quarter. Two men were then sent below and bent a rope on to the third mates leg and he was drawn on deck and the Grind Stone was then made fast to him and he was thrown overboard on the larboard quarter. After the fire was put out Plumer ordered the ship to head W.N.W. thinking he was steering for Cape Horne Australia but instead of heading for Cape Horne he was heading a strait course for Lord Howe's Islands. After I was found & was told to steer for Cape Horne Australia. I accordingly changed my course to S.W. B.S. We made the land on Sunday January 3d 1858. The Same Morning (Saturday 26) all hands were made come on deck and throw the boat craft. the spades, Spare Irons & in fact everything pertaining to whaling overboard. Then they broke out the slops in the ship. & all the stores and appropriated them to their own use. And Some casks of Rye & other things overboard. After that they went below in to the Cabin and broke out everything they could find. Liquors, tobacco & Everything else they could ~~find~~ lay their hands on. All the stores and in fact everything in the ship useful for a whaling voyage were used or destroyed excepting Bread & water. The clothing and the articles on board to recruit ship were destroyed.

My proceedings in the Hold from Dec. 25 to Dec 30, 1857

After telling the men to put out the fire (which were the last words I said) I started between decks to the lower hold. As I passed the Main Hatch. Plumer raised the corner of the Hatch and said Come up here you son of a bitch till I shoot you. Hall sung out come up and we wont hurt you, but only give you the length of this. At the time the men were called aft to work I heard them working and supposed that they were all against me. I heard no one speak except Plumer, Cartha & Hall. While the men were putting the fire out. I came aft and raised the corner of the after Hatch and went down into the lower hold. I crept aft to the rum: While I was at the rum I they made the foremast hands go down between decks & and break out the cask of Powder. They were afraid to go themselves as I supposed. After I saw no hopes of shooting the Ring leader. I proceeded on to mid-ships of the ship on the starboard side. I supposed it was on the second day after I was shot. I then raised my hands to god & asked him to protect my soul. I almost choked with thirst. When I said "Oh God will thou be so kind as to give me a little water." As the ship rolled I heard a stick stalting on the casks about once a minute. & something told me there is water. I went there and found the Bung out & the cask nearly full of water. Then I said How will I get it out. I was in my drawers and had on a thick woolen shirt. Then I thought about taking a piece of my shirt collar and dipping in the water & suck it. I left the shirt collar at the Cask. When I went back to my place of stowing away. But when I went back I could not find it. I heard them shooting on deck and thought they were firing in the hold. Also I thought I heard Lanterns in search of me. I was frightened almost to death. As I crept farther forward. I lost my Bung Borer between the Main & Fore Hatch. So I had nothing left but my Pistol containing 3 loads. I found a cask of water and got a drink. I also found a cask of bread with the bung up. The Bung being soft wood I pushed a hole through it with the sight of my Pistol. not daring to sound on it for fear of making them hear me. There I lay. My feet had no feeling on account of cold. I tore a piece off my shirt tail & wrapped around my feet &

tried to sleep. I expected to be shot as soon as I came up so I thought I would stay there and die. I thought I had been there 3 days. I thought I was getting along well. I had torn another piece off my shirt collar by which I could get water. & could get bread out of the long hole of the Bread cask. The collar I made fast in my button hole for fear of loosing it. The day they found me. I asked them how long I had been in the Hold. They told me five days. I thought I had only been Three. While I was in the hold I was as strong as a Lion but when I came on deck I could scarcely stand. While I was in the hold I have a kind of suction in my shoulder & I knew then that I was badly hurt. It smelled very bad. My shirt being bloody cold & stiff I shifted it round and put the soft side on the same shoulder the same day I was found. When I got on deck I could not stand. I looked so bad they had pity on me. The forecast hands said that if there had been any other person with me they could not have told who it was. I was so much altered. My hair stood upright from fear of being shot. They took me aft But Cantha came up to me with a pistol cocked and a hatchet raised. & struck me on the same shoulder with the hatchet. & said I am going to shoot you He then made motions with the Hatchet and said I will cut your nose off. and kept sticking near my my face. Plumer told him to keep still and not shoot me. But had hard work to hold him back. Plumer told me if I'd take them ashore where they wanted to go I should not be hurt. but might have the ship. & said you never mussed me & I shant shoot you. But my things were that as soon as they made land they would Kill me. My sufferings are indescribable. They took me forward to the forecastle and told me that Mr. Lord was all right. My heart was overjoyed, and said speak let me see him. I was then sent aft and he was kept forward in irons. They then made irons for me out of iron hoop and made them so small that I could hardly get them on, the irons were made of heavy iron Hoop. & is the shape of an ox bow.

with an iron bolt running through and a pad lock on the end instead of a key. I then asked them to put them on my feet and not on my hands on account of my shoulder. They then kept the irons off and let me free thinking I'd have a better chance to navigate the Ship. Yours very Respectfully

Nelson Provost.
First officer of the Ship
Junior of New Bedford.

Monday Jan 4 1858.

This morning between 9 & 10 A.M. the ten men aforesaid took two boats loaded with stores & articles from out of the ship & headed into the shore at Cape Howe. 20 miles off from the ship. I then braced forward and made all sail for New Zeland Heading E. N. E. until after I got out of sight of the boats. Then I changed my course to S. By W. for Hobart Town. V. Diemans Land) at 11 A.M.

Tuesday 5th 1858

First Part} Strong northerly winds steering S. by W. At 4 P.M. we spoke a brig (Martha Ellen) of New Castle and asked the Capt to come aboard. He did so and advised me to go to Sydney telling me I would not have northerly winds long. I gave him a written report of the whole transaction as far as I knew. He allowed my shoulder was almost morted & that I had better make all possible Haste for Port.

I then headed in to the land N. N. W. Middle Part} Calm. Latter Part} light breeze from the South. steering N ½ E. All sail set. Latitude 37° 03' S. Lon. 150° 09' E.

Wednesday 6th 1858

1st Part. Light S. E. winds. Steering N. By E. Middle Part Strong S. E. winds. steering N. By E. Latter Part. Light winds. Men employed in bending the chains on the anchors. All the iron schackles were hove overboard by the Gang. & we bent the chain with cutting gear schackles. for observation. Opposite Perpendicular Bluff bearing N. b. E. distance 20 miles from land at 12 M.

Thursday 7th 1858

First Part. winds from the North. off Perpendicular Point. Between 3 & 4 a steamer passed us steering North. Set the colors with the union down at half mast. We were answered by his setting his colors but he was not gentleman enough to come to my assistance. He must have seen us as we could see his colors with the naked eye.

Thursday 7 1858 (Continued)

I hope the U. S. will do the Captain of that Steamer a favor. Latter part. Light northerly winds Lying off & on the land. At 7 A.M. spoke a large merchantman. I did not know but he might have a physician and being wounded. I enquired but he had none.
Light Northerly Winds. Latitude 35°26' S. Longitude 151 E.

Friday 8 1858.

First Part Light Northerly winds. I did my best to get to the Northward. Middle part. a light breeze sprung from the S. E. Made all sail. Steering N. by E. Latter Part at 5 A.M. the wind died away. at 7 A.M. a light breeze sprung up from the Northward Latitude 34°20' S.

Saturday 9 — 1858.

First Part. Light Northerly winds. Parted the Main T. Gallant Yard while tacking ship. At 4 P.M sent up a new one. Middle Part calm & Latter Part Strong winds from the Northward.
Latitude 34°17' South

Sunday 10 1858

First Part. Strong Northerly winds. Steering clear & died away calm.

Came to Anchor Made the port of Sydney N. S. Wales.

copied
20 minutes
Feb. 2-1917

23

THE MUTINY ON BOARD SHIP JUNIOR.

The tragedy of the Junior, as far as we are concerned, has terminated. The parties implicated will, we understand, at once be sent to the United States in the ship in which the crime was committed, to take their trial, where we hope justice will overtake the guilty. The conduct attributed to the murderers is in most respects novel even in the annals of crime. The cause of the mutiny, its progress, and the degree of guilt in the several actors are points involved in mist. The treatment of the sailors attributed to the mate is, we are informed, not at all uncommon. How it comes to pass that people of all others most jealous of personal liberty, whose first article of faith is equality, should look with tolerance on the custom of beating, pounding, and maltreating, which seems so prevalent in some American vessels, is a mystery not readily solved. We fear that where the relations of society are unsettled those of masters and servants, commanders and seamen, and indeed all who require implicit submission, are liable to incessant irritation. It will be long before education will reconcile in many minds the obligations of their social position with the notion of political equality. One of the seamen refused to say "Sir," and when this was complained of, he answered only by a satirical smile! The aye, aye, Sir! of a genuine seaman certainly conveys no idea, to an Englishman, of servility. We all remember how pleasant and hearty it made the intercourse of officers and men appear to the passengers. The conduct of the mutineers after the murder is a very remarkable part of the case. Why should men insert a record of their guilt in a book, and take pains to get it attested? Is it possible that they had humane interest in the exculpation of the crew, or was it done out of bravado? Did they expect to leave no traces behind them save this solitary record of their crime, and were they desirous of having some kindly remembrances connected with their name? The course adopted for the transmission appears rather dangerous. We learn, indeed, that strong objections have been expressed to sending them to San Francisco. It is thought that if they were tried in that State they would escape by the connivance of its Officers, or should the people take up the case they would make them subject to lynch-law. On the other hand, by sending them in the Junior, not only will difficulties respecting witnesses be got over, but they will be tried where at all events pirates and murderers are not popular, and yet where law reigns alone. Still this arrangement involves considerable risk; they will be in the custody of a man whose conduct was the chief alleged cause of the mutiny, in the hands of men once in their power; and we may expect that, except precautions are taken scarcely consistent with the condition of persons only accused, they will make violent efforts to recover their liberty.

Since the publication of last month's summary, no progress has been made towards closing the police examination of the prisoners charged with piracy and murder on board the Junior. This has been owing to the intervals existing between the capture of the different delinquents; the evidence against Plumer, Cartha, Stanley and Rike, having been concluded, and the witnesses cross-examined by the prisoners and their attorney, they were, on three occasions, remanded until the arrival of their accomplices. On Wednesday last, March 4, four more were brought up from Melbourne, they having been captured without difficulty, and whilst employed as laborers near Port Albert; they also had been retained for some time in custody in Victoria awaiting the capture of the remaining two. The names of the four last placed before the Court were Sampson, Brooks, Canel, and Herbert. There are now only two (Burns and Hall) at large, and the Victoria police are confident of their arrest in a few days. The whole of those already captured were on Monday last remanded until the succeeding Friday, when the former evidence will be read over to them to afford an opportunity for cross-examination.—*Sydney Morning Herald, March* 10. 5/26/58

THE JUNIOR MUTINEERS.—A private examination of witnesses took place in the United States Commissioner's Court, Boston, yesterday forenoon, in the case of the mutineers of the ship Junior, on the count of the indictment charging them with mutiny. The examination was merely to enable the District Attorney to ascertain what witnesses to retain. A further examination will be had, in private, to-day.

The *Post* says—It is now understood that no formal examination will be had in this case, but that the parties will waive an examination and the lawyers will examine the witnesses on their own account. Augt 27 1858

STILL THEY LOOK.—The daguerreotype likenesses of the mutineers of the Junior, in Mr. Kehew's window, are still attracting crowds of people. In addition to the portraits, there have been placed in the window the irons with which the prisoners secured the second mate after they took the ship, and the arms of the guard over the mutineers on the passage home. Crowds are also daily visiting the Junior to view the place where the prisoners were confined.

Saturday Evening, August 21, 1858.

ARRIVAL OF THE SHIP JUNIOR.—The ship Junior of this port, arrived here yesterday afternoon from Sydney, and came to anchor inside of Palmer's Island about 6 o'clock. She had on board eight mutineers who were sent home in her for trial in the U. S. Court by the U. S. Consul, at Sydney, for the murder of Captain Mellen, of Edgartown, the third officer, John Smith, of Boston, and deadly assaults upon the first and second officers of the ship, on the night of last Christmas. The particulars of this horrid mutiny and murder, have however been published by us, and need not be recapitulated.

The names of the mutineers are as follows: Cyrus W. Plummer, of Providence, Richard Cartha, Albany, N. Y., William Sampson, Buffalo, N. Y., Jacob Ricke, New York City, Charles H. Stanly, Penfield, N. Y., Adam Cannel, N. Y., Joseph Brooks, Utica, N. Y., William Herbert, Newark, N. J. Plummer was the instigator and leader of the mutiny according to his own confessions. Cornelius Burns and John G. Hall, who were connected with the affair, were still at large at the last accounts.

When the Junior was signalized there was considerable excitement in the streets, the arrival of a vessel with such a freight being somewhat new in our local history. Capt. William O. Russell, acting under the authority, previously given, of U. S. Marshal Freeman, visited the ship and examined the prisoners, and subsequently telegraphed the news of the arrival to the Marshal at Boston. The mutineers arrived in excellent condition, their bodily health being extremely good. Eight cells strongly and securely constructed, were placed in the steerage, four on either side, in which the prisoners were confined. A guard of six men under the charge of Mr. Reynolds, was employed by the Consul to watch them, and a portion of the sentinels were constantly on duty. The mutineers were in turn permitted to exercise on deck two hours each day but were restricted from any conversation.

Nothing of any particular interest connected with the prisoners occurred during the voyage. Herbert a boy of some eighteen years, wrote a note to Plummer and passed it through the cell in which he was confined. Plummer received it and having directed it to Cartha, gave it to one of the guard, concealed in a lock of his hair, to prevent the sentinel from suspecting its contents. The note proposed to bribe the guard, and no doubt the seizure of the ship was to follow. The guard, however, discovered the plot and reported it. The only result, therefore, was increased vigilance over the prisoners.

Nine of the crew who sailed in the Junior came home in her. Capt. Alfred Gardner, of Nantucket, came as master of the vessel, having been appointed to the post by the U. S. Consul at Sydney.

This morning, Deputy Marshals Watson Freeman, Jr., Geo. Coolidge and John Riley, of Boston, arrived here, and in connection with Capt. Wm. O. Russell, will take the prisoners and witnesses, twenty-two in number, to that city, this afternoon, by the Fairhaven Railroad, where they will be confined in the County jail. The preliminary examination in the case will probably take place before a U. S. Commissioner on Monday.

8/23/58

DAGUERREOTYPES OF THE MUTINEERS AND OTHERS OF THE SHIP JUNIOR.—Robert B. Greene, Esq., agent of the ship Junior, of this port, placed on the table in the office of the Commercial Insurance Company, for a few hours this forenoon, the daguerreotypes of the eight mutineers on board the ship Junior, of the prisoners' guard, consisting of seven persons, and of Capt. Gardner and his two mates who came home in the vessel. The specimens were examined with much interest by large numbers of persons. The prisoners were pronounced on all hands to be a "desperate looking set of fellows." We don't think they look half as badly as they acted.

SHIP JUNIOR.—Messrs. David R. Greene & Co., agents of the ship Junior, have received the following slip, forwarded by W. H. Wilkinson, Esq., of Boston, having been cut from a Sydney paper of Feb. 15th:

"CAPTURE OF THE REMAINDER OF THE MUTINEERS OF THE JUNIOR.—The Storm Bird has brought down from Port Albert the remainder of the mutineers of the American ship Junior. Their names are William Sampson, Joseph Brooks, William Herbert and Adam Cavel." 5/15/1858

STILL ON EXHIBITION.—Through the politeness of R. B. Greene, Esq., the daguerreotypes of the mutineers, guard and officers of the ship Junior, have been placed in the window of the shop of John Kehew, Esq., corner of William and Water streets, where they can be seen by the public. As the mutiny has excited much interest in the community we have no doubt that the "counterfeit presentments" of those who were actors in the fearful tragedy will be viewed with much interest by the public. 8/24/58

THE MUTINEERS OF THE SHIP JUNIOR.—The Sydney (N. S. W.) *Empire* of April 10th, has the following, giving additional information to that we published in our marine news a day or two since, in relation to the proceedings with the mutineers of the Junior:—

No further intelligence having been received of the remaining two of the deserters from the American whaleship Junior, who were expected to have been taken by the Victoria police shortly after the seizure of their comrades, the case was proceeded with and brought to a conclusion on the 16th ult. at the Water Police Court, before the Water Police magistrate, G. Elliott, Esq., and Captain Deloitte. The American Consul was present. One of the prisoners—Herbert—a lad of eighteen, is an Englishman, and was represented by Mr. Michael, a solicitor; the other prisoners were without legal assistance. The depositions of the different witnesses taken on previous occasions were again read over for the benefit of the four last prisoners, and a further examination took place. Nothing, however, was elicited beyond what has already transpired, and the eight prisoners—Cyrus Plummer, Jacob Riche, Richard Cartha, Charles Stanley, Joseph Brooks, William Sampson, Adam Cannal and William Herbert—were committed to Darlinghurst jail to await the decision of government as to their future disposal. We understand that it is the intention of the government to send them back to the United States for trial, and we perceive that an advertisement has appeared in our columns for a guard for the safe transmission of the prisoners. All the men will therefore be returned to America, it being the opinion of our authorities that the offence being committed under the American flag is similar to one committed in America, and that the fact of one of the prisoners being an Englishman would not be a sufficient reason for his detention in the country. 7/10/58

THE MUTINEERS OF THE JUNIOR.—The examination of the mutineers was resumed before Commissioner Cushman in Boston, yesterday. Mr. Woodbury, the District Attorney, said he desired, before proceeding with the examination, to have an opportunity to converse with the witnesses, about sixteen of whom were present, to ascertain the facts in the case, so that the examinations might be made upon charges which could be sustained by the evidence. The case was accordingly postponed till Sept. 8th.

Capt. Alfred Gardner, who commanded the Junior from Sydney to New Bedford, testified to the identity of the prisoners.

Robert B. Greene, testified that he, together with David R. Greene, Dennis Wood and Willard Nye, were the owners of the ship when she sailed from New Bedford. A diagram of the main and lower decks, which had been prepared for use in the examination, was pronounced perfect by the witnesses.

After some further consultation between the commissioner and counsel, the time for the examination of the prisoners on the charge of mutiny was fixed for to-morrow at 11 A. M. Sept 2'58

Sept. 2-1858

Aug. 1 - 1858

THE MUTINEERS OF THE JUNIOR.—The whaling ship Junior sailed for New Bedford, on the 25th April, carrying with her such of the mutineers as have been arrested (being eight in number,) for trial before the proper tribunal in that country. Two still remain at large, and, if apprehended, will have to be forwarded by some other conveyance. We have had an opportunity of inspecting the arrangements for the safe custody of these prisoners during the voyage, and can bear testimony to their completeness. So many precautions have, in fact, been taken, that, but for the desperate character of some of the men, we should have been inclined to say that these was an unnecessary amount of timid care at the bottom of them. But, under the circumstances, the United States Consul, upon whom the sole responsibility rests, would have been unwise had he omitted to take every possible care for the safe transmission of this troublesome consignment. A considerable space in the after part of the ship has been fitted up as a prison. There is a roomy passage in the centre, with four cells on either hand. The size of each cell is six feet six inches by six feet. They are faced by very stout bars of colonial hardwood completely covered on every face with thick headed nails. The roof, sides, and floor of each cell are faced with iron. The prison is separated from the forepart of the vessel by a very stout bulk-head covered with iron on either side. A new captain (Gardner,) and new officers, have been appointed, apparently men well fitted for their trust; but the prisoners are under the exclusive care of a guard, who are lodged in a roomy compartment on the after side of the prison. This guard consists of an officer and six men, chosen from a large number of applicants, and all persons of a superior stamp. The commander of the guard, Mr. Reynolds, has served as an officer through the last Mexican war. Of this guard three are to be continually on duty, one on each side of the prison, and the third at the hatchway by which it is approached, so as to render any communication with the crew impossible. The officer will not only inspect the prisoners at every relief of the guard, but at other times. Every member of the guard has been sworn to perform his duties faithfully, according to the rules laid down by the Consul. Before being put into their respective cells, each prisoner was heavily manacled, the leg-irons being rivetted in such a manner as to render their removal impossible, except by the hands of a tradesman; consequently these will not be taken off till the culprits reach the States. Their clothes were also changed from head to foot, not so much for the purpose of a final search as to furnish them with clothing of a kind which they can put off and on with ease, notwithstanding their fetters. There is a plank bed-place over the iron floor in each cell, as well as a seat. The mattrasses and bedding will be removed every morning, at which time the prisoners each (singly) in turn will clean out his own cell, and will be taken on deck, for air and exercise, well guarded. But the prisoners' health will be duly cared for in every respect. They will be well fed, and their cells are capitally ventilated. Each prisoner has, in fact, a great deal more room than is allowed to a first-class passenger by a mail steamer. And if all the arrangements already mentioned should not be sufficient to prevent a sudden rising, as we apprehend they must be, there are loopholes through the strong connecting-door, between the guardroom and the prison, through which the guard could fire.—*Sydney Herald, May* 10.

Mr. Provost reached Nantucket on Saturday, having been allowed to go at large on his own recognizance. The sailors have been confined to await the trial.

Mr. Provost states that Plummer, the ringleader of the mutineers, boasted that his intention in shipping in the Junior was to take her, and that for that purpose he had provided himself with powder and got possession of the ship's whaling guns. He said he had been a highway robber in Australia, had before mutinied and taken a brig, and that two nights before leaving this city he had "shook a man down" (robbed him) and got $30. He seems to be a very desperate character.

EIGHT OF THE MUTINEERS OF SHIP JUNIOR CAPTURED.—The latest advices from Australia bring intelligence that eight of those engaged in the shocking mutiny and murder on board ship Junior, of this port, have been captured, and are awaiting the punishment due to their crimes. After the mutiny it will be recollected that the mutineers, ten in number, left the ship in two boats, when in the vicinity of Cape Howe, taking every thing of value from the ship, having extorted from the mate an oath to take the ship to New Zealand. The mate at first directed the ship to Hobart Town, but afterwards changed his course to Sydney, where the news of the mutiny occasioned great excitement. 4/19/58

The mutineers attempted to penetrate the interior from "Ninety-mile Beach," but found it more difficult than they expected, as this is a part where, from a scarcity of water, even the aborigines find it scarcely possible to travel. Six of them, however, forming the crew of one boat, persevered in the attempt, but four of them were subsequently captured. The other four went to Twofold Bay where they gave themselves out as Americans on a voyage from Melbourne to Sydney. But the singularity of such a voyage being taken in a whale-boat, their arms and the nature and value of the property they had with them, excited suspicions. A force was gathered together, and they were arrested; but as there was no tangible evidence against them they were discharged again, although the boat was detained. They made themselves, however, as far as outward appearances went, pretty comfortable, wearing fine clothes and living a reckless life. Plummer, who calls himself Captain Wilson, became quite a ladies' man, and was even, it is said, upon the eve of marriage when he was arrested.

Soon afterwards, word was brought to Sydney of some of the men having been seen at Gabo Island, and the steamer Illiwarra was at once dispatched in search of them, with an armed body of police. The steamer followed the men to Twofold Bay, but ere her arrival an account of the mutiny had been received through another channel, and the local authorities had secured three of them. The fourth (Cartha) escaped into the bush, but he has since been captured. This was, apparently, the most desperate man of the party. After his apprehension, he managed to conceal a small file from the searching eyes of the police, and had scarcely severed his irons ere this was discovered.

An investigation was going on at Sydney and was not concluded at the latest advices.

Aug-26-1858

THE JUNIOR MUTINEERS.—Plummer and his seven companions engaged in the mutiny on board the ship Junior, were again brought before Commissioner Cushman, in Boston, on Wednesday. The prisoners were heavily ironed as before, and guarded by an efficient force of officers. They appeared more dejected than before, and all looked careworn and anxious. Plummer, the ringleader, appeared quite sad, and regarded all the transactions in the court room with scrutinizing attention. When not engaged in watching the progress of the preliminary transactions of the trial, he appeared in deep thought. Some of the number appear incapable of appreciating the enormity of their offence, or the severity of the punishment which must be meted out to them if convicted.

Archibald Mellen, Esq., of Edgartown, father of Capt. Mellen, the murdered master of the Junior, and other friends of the deceased captain, were present in the court room.

Sidney Webster, Esq., appeared in behalf of Brooks and Samson, and the Court waited for over an hour in order to give Plummer an opportunity to confer with Hon. Rufus Choate. Mr. Choate arrived about noon, and after an interview with Plummer, again left the court room, and it is understood, will not appear in the case, otherwise than as an adviser. After further delay Richard H. Dana and F. H. Parker, Esq., appeared, and had a long interview with the accused. It was arranged by the legal gentlemen and the representative of the government that the examination on the charge of murder against the prisoners should be postponed for one week, and that on the charge of piracy and mutiny until today at 11 o'clock.

The witnesses were held on their personal recognizance for their appearance in the sum of $1000 each. Richard H. Dana, Jr., F. H. Parker and Sidney Webster, were assigned as counsel for the prisoners. Charles L. Woodbury, District Attorney, will conduct the case for the government.

The *Courier* says that the circumstances of the whole case, in its legal aspects, are somewhat complicated. First, a certain portion of the accused, with two who have not been apprehended, were engaged in committing the murders, it is alleged. Second, a portion are supposed to have been accessories before the fact, and another portion are deemed accessories after the fact. Then there is the secondary case of mutiny, in depriving the mate of his authority, after the captain was killed.

The *Courier* relates the following incident:

During the progress of the mutiny on board of the ship Junior, and after the bodies of the captain and third mate had been thrown overboard. Plummer, the chief pirate, ordered Ludwig, a German sailor, into the cabin, to search for the body of the first mate, who, it was supposed, was killed. The cabin was filled with stifling smoke, and Ludwig became quite stupid. While wandering about, stumbled upon something, and cried out, "Another body hard fast to a rope." Plummer shouted, interrogantly, "Large or small whiskers?" Ludwig, "Small whiskers." Plummer, "Pass the rope on deck." Ludwig seized what he supposed to be a rope's end, and stepped toward the cabin stairs; but he soon discovered his mistake, and found that he was hauling the dog, which, during the affray, ran into the cabin and was suffocated. This incident of the terrible affray, excited the merriest laughter among the murderers, who in the midst of their bloody work, "poked fun at the Dutchman."

24

THE JUNIOR MUTINEERS COMMITTED FOR TRIAL.—The case of the mutineers of the ship Junior was resumed before Commissioner Cushman, in Boston, on Saturday. Owen Duffey, one of the crew sent home as a witness, testified that the prisoners were brought before the Water-Police Court, at Sidney, with three magistrates on the bench; that he was a witness against them, and that the examination was a very protracted one, extending over some three or four weeks. He thought it was on Christmas night that the prisoners took control of the ship. He did not know at what time the captain and third mate were killed, but knew that their bodies were brought up and thrown overboard the next morning. Some days afterwards, the prisoners left the ship, in two boats, taking with them some arms.

The Counsel for the defense claimed the right to cross-question the witness, but the Commissioner, after argument, pro and con, decided that it was doubtful in his mind whether in an examination of the kind, the offenders had a right to appear by Counsel. He had only the powers of a State Magistrate, to commit and bind over to the Grand Jury. It was not for the Commissioner to weigh probabilities. It was enough that in his mind he saw there was probable cause for believing that the crimes had been committed, and that the prisoners were connected with it. He said he was satisfied that there was cause for this suspicion, and it was therefore his duty to commit them for trial before the U. S. Circuit Court on the 15th inst.

On the charge of piracy, the prisoners are to be examined to-day. 10/4/58

Sept 4 1858

THE SHIP JUNIOR.—This vessel which has become so well known by the horrid mutiny which occurred on board of her, is being refitted for the North Pacific whale fishery, and is to sail under the command of Capt. Rowley, late master of ship Orozimbo, of this port. Since she has been lying at her wharf, Fish Island, she has been visited by immense numbers of people whose curiosity was excited to examine the cells in which the prisoners were confined during the "middle passage," and witness the scene of the tragedy. The vessel was visited, yesterday, by nearly five hundred persons. Those desiring to see the ship as she arrived in port must do so on Monday, as after that time the cells are to be removed and the vessel "hove down."

25

THE MUTINY AND MURDER ON BOARD THE WHALE-SHIP JUNIOR.—SYDNEY NEWS.

The following letter from Capt. John W. Davis, of Dartmouth, master of bark Snap-Dragon, of New York, together with a slip cut from the Sydney *Morning Herald*, although of no later date than previous advices, confirm the horrible account of the mutiny and murder on board the Junior, with additional particulars: 4/1/58

SYDNEY, N. S. W., Jan. 12, 1858.

To the Editor of the New Bedford Standard:

Sir—Enclosed I send an extract cut from the "*Sydney Morning Herald*," of yesterday's date, giving an account of a mutiny that occurred on board of the whaleship "Junior," of your port. I have not time at present to enter any further into the particulars of this horrid affair, which has no parallel in the whaling annals, except it be the case of the ship "Globe," of Nantucket, which happened a number of years ago.

The crew and surviving officers of the "Junior," are to-day undergoing a searching examination before the U. S. Consul, and the Water Police Magistrate, and it is very probable that some new feature may be brought to light in the affair.

I am happy to state that the first and second officers have had the balls extracted from their wounds, and they are both doing well and able to walk out.

The mail steamer arrived at this port yesterday, bringing the October and November mails from England; also the appointment of Robert A. Merrill, Esq., as U. S. Consul at this port; and as there are several American ships here at present that are in difficulty with the Government, it is to be hoped that he will be of the right stripe, and take a decided stand at once; for the Supreme Court of this Colony has decided in the case of the "Snap Dragon," that they have jurisdiction over an assault that is committed on the high seas, and if they (the Supreme Court,) maintain that ground, every American ship that comes to this port is liable to be detained here, and her master and officers to be imprisoned upon any trumped up charge that a runaway sailor may bring, as is now the case with the "Snap Dragon," whose master and first officer have been imprisoned, and the ship detained upwards of thirty days, with a prospect of being kept here for forty days more.

The Judges of the Supreme Court have given this decision in direct contradiction to the official reply of the Attorney General to the U. S. Consul. Which is right or which is wrong, is, I think, a matter that will not be settled in this colony.

Times are dull here at present, and no prospect of any improvement.

I remain, &c., JOHN W. DAVIS.

The following is the extract alluded to above:

By the Lochiel, from London, we have received the following particulars relative to a frightful tragedy perpetrated on the Junior. Capt. Haddon, of the Lochiel, states that on the 7th inst., when off Cape Howe, he sighted a ship in shore with a signal of distress flying, and immediately bore down for her, when she hailed, and stated that part of the crew had mutinied, and killed the captain and third officer. Captain Haddon went on board, and from the chief officer received this statement. "That the vessel was the Junior, of New Bedford, U. S., on a whaling voyage and six months out; that on Christmas night the crew, without any apparent motive, murdered the captain and third officer by shooting them with a whale gun, at the same time badly wounding the chief and second officers; they afterwards cut the third officer's head off with a spade. The chief mate, although in a frightful state from the effects of his wounds, managed to gain the hold, and conceal himself for five days—when, on being discovered by the mutinous portion of the crew, they dragged him out, but promised to spare his life if he would take the vessel to Cape Howe; which he did—they were at that time off the coast of New Zealand; on the 2d inst., Cape Howe being in sight ten of the crew lowered two boats, and after taking as much as the boats would carry off, slops, &c., left the ship and pulled for the land, distant about 20 miles; previous to leaving the vessel they smashed the chronometer, and having obtained all the fire-arms on board, cut the barrels of some double barrel guns to render them more portable. The chief officer is under the impression that the ringleader is an Englishman, who has been in the colony before. Three days after the massacre, the mutineers hoisted the bodies on deck, and having fastened weights to the legs, thew them overboard. The Lochiel not having a surgeon on board, could render no assistance to the wounded men, but kept company with the Junior until 8 P. M., on the 8th inst., when she was lost sight of, Sydney light bore N. N. W., distant 20 miles. The vessel was doing her best to make this port.

The Junior arrived in Port Jackson yesterday, and from the chief officer we have received a statement which tallies in every particular with that given by Captain Haddon. In addition, we publish some further details of this sad affair, as taken from the log-book. The names of the five men who actually took part in the cold-blooded slaughter were Cyrus Plummer (boat-steerer and ringleader of the mutineers, and who actually shot the captain,) John Hall, Richard Cartha, Cornelius Barnes, and William Herbert. These parties, previous to leaving the vessel, entered a statement upon the log, which they individually subscribed; and further, had it witnessed by three of the crew now on board. Their statement is to this effect: That they had no cause of complaint with either officers or men; that none but themselves were implicated in the taking of the ship; and confessing to the murder of the captain and third officer, and the wounding of the chief and second officers; that they compelled the chief officer by an oath, and on condition of sparing his life, to navigate the ship to Cape Howe. On their leaving the vessel they threatened, in the event of his pursuing them, or giving any information, they would return and sink the ship.

Mr. Prevost, the chief officer, at present in charge of the Junior, informs us that the first intimation he had of the affair was hearing Plummer call out "fire!" upon which a simultaneous discharge of firearms took place, at himself, the captain, and second and third officers; he felt himself wounded, and fell from his berth on to the deck, where he lay a very short time, when he heard the captain groan and exclaim "Oh, my God!" Although wounded severely in the left shoulder, he immediately crossed the cabin to where the captain lay, and hardly lifted him up ere he expired in his arms. Meanwhile from the discharge of the fire-arms, the bed-clothing was ignited, and the flames rapidly spread, taking hold of the cabin fittings, which drove the mutineers on deck, and shortly after the chief mate made his escape into the hold to avoid being suffocated. He remained in his concealment five days without any food, and was ultimately found by the men as already stated. He afterwards learnt that Plummer and the others extinguished the fire, which appears to have burnt the principal portion of the woodwork. The bodies of the captain and officer were then hauled on deck and consigned to the deep.

Mr. Prevost is of opinion that the five men who left in the second boat, in company with the principal mutineers, were cognizant of the attack, although they took no part in it. Their names are J. Brooks, W. Simpson, A. Connor, J. Rike, and C. H. Stanley. Plumer acknowledged to Mr. Prevost that he had been in New South Wales eighteen months, and was concerned in the taking of three other vessels. On leaving they literally stripped the officers and crew of all their clothing, watches, money &c., and threw all their whaling gear, such as irons, lances, spades, &c., overboard.

On the arrival of the Junior in port she was immediately boarded by Mr. North, the Water Police Magistrate, who instituted the necessary inquiries and left officers in charge of the ship, pending his communication with the American Consul.

The Junior was commanded by Captain Mellen, who is reported by the crew to have been a kind and good officer.

Mr. Prevost, who appears to be suffering severely from his wounds, was conveyed ashore yesterday afternoon, and is being attended by Dr. Nathan.

THE MUTINY ON BOARD SHIP JUNIOR.—We have received the Sydney *Herald* of Feb. 10, giving full particulars of the mutiny and murder on board the ship Junior, and we collect from it such details as have not before been given. The original mutineers were but five out of the thirty composing the crew. Their names are Cyrus Plummer, John Hall, Richard Cartha, Cornelius Burns and William Herbert. But ten of the crew became finally implicated. Of these four have been apprehended, instead of eight as previously stated. These four are Cyrus Plummer, Jacob Rike, carpenter, Charles H. Stanley and Wm. H. Cartha.

From the evidence of one of the crew, Henry Mason, it would appear that there had been some ill feeling between the officers and crew. His statement was as follows: 4/21/58

"It was noticed that Cartha would never say 'Sir' to the officers, and in that way aggravated the officers; and he always assumed a sarcastic expression of countenance when excited; when asked why he did not say 'Sir' to the officers, he refused to answer; it was after we left the Western Islands that the disturbance with Cartha took place; the first thing I saw was the mate pulling Cartha down on the rack, on which he was standing at the wheel, strike him about twenty times; having previously put a man to the wheel, he ordered Cartha to go to the wheel; since that time I have heard Cartha say that when he got an opportunity, which he thought he should have, he would serve the mate in the same way that he (Cartha) had been served; Cartha almost every day showed signs of ill-feeling against the mate; he had been threatened to be put in the rigging if he did not steer better; it was the opinion of many in the forecastle that he could have steered better than he did if he liked; Hutchins was ordered to loose the foretop gallant-sail, and as he did not do it in time the mate struck and kicked him; when in pursuit of a blackfish, and as Byrnes, who was lowering one of the boats, did not do so to the satisfaction of the mate, the mate kicked him and struck him."

The certificate entered by the mutineers on the log states that the five whose names we have given above were the only ones concerned in the mutiny.

On the 18th of January the Victorian Government despatched the steamsloop Victoria to Wilson's Promontory, and in the course of the voyage a body of armed men, who had been sent with her, inspected the bays and coves on the east side of the Promontory, with the object of discovering some of the mutineers. Not meeting with any of them she proceeded to Gabo Island, where it was learned that one of the Junior's boats had been seen by a native black on the Ninety-Mile Beach. There, with the black on board, the steamer proceeded, and found the boat, but all trace of the men were lost in the dense and scrubby bush. In the boat were found stores, arms, and ammunition, and it was stated that six men had left her.

The Melbourne *Herald* of 28th January, says:—

"There is very little reason to doubt that all those of the mutineers of the Junior who were attempting to proceed to Port Albert have perished in the scrub, which borders the Ninety-mile Beach. The reason why they were abandoned by their black guide was that he was afraid to go any further into the scrub, which is a dense and almost impenetrable mallee, as he did not know where to find any water. The weather was intensely hot, and bush fires were raging in every direction, so that the probability is that a vengeance, speedier and more terrible than that of the law, has already overtaken these misguided men."

The Sydney *Herald* was of opinion that the mutineers would have to be sent to the United States for trial. The evidence taken on the examination occupies several columns of the *Herald*. After it was over the prisoners declined making any statements. The Consul had not decided what course to pursue in regard to trying them.

By the kindness of Messrs. David R. Greene & Co., agents of the Junior, we are enabled to publish the following letter from Mr. Provost, the mate of the Junior:

SYDNEY, February 11, 1858.

MESSRS. D. R. GREENE & CO.:

Gents,—I am getting some better, and I write to inform you how the ship stands. In my last I thought it would be better to proceed on the voyage, so I advertised for bottomry, but on account of a broken voyage, it could not be obtained. We now take freight and passengers for home, March 1, 1858. Shall have to sell outfits, and do the best possible for the ship. I am not strong or well yet. Shall take command of the ship, and get a good mate, and do as if you were here.

The survey estimates the damage to cabin, &c., by fire, at £400.

The Consul will send *four of the murderers in the ship, to New Bedford.*

I find it difficult to write, as I have no strength. All the men want to leave the ship, but I hope to keep fourteen of them. It is very difficult to keep men on board a ship in Sydney. Truly yours,

NELSON PROVOST, of ship Junior.

4/22/58

THE MUTINY ON BOARD SHIP JUNIOR.

As everything connected with the mutiny on the Junior is of interest to our citizens, we give below extracts from the log, as published in the Sydney *Herald*, giving the details of the mutiny:

Lat. 38 58 S., lon. 166 57 E, Dec. 25th, 1857. Shortened sail for the night, and everything appeared as usual until one o'clock Saturday morning, when the cabin was attacked by the five men aforesaid. Cyrus Plummer shot the captain with a whaling gun containing three large balls. The balls went in at his left side and passed under his ribs, and entered into the side of the ship; the captain sprung from his bed and exclaimed, "Oh, my God, what is this?"; he was answered by Plummer, "God damn you, it is me," who then seized the captain by the hair of the head, at the same time calling on his men to up with their hatchets, and commenced cutting him with his hatchet. After he had struck him three or four times he let him fall on the floor, and then Plummer went on deck; the mate was also shot by a whaling gun in the hands of John Hall alias William Payne; I was fired upon at the time the captain was; the charge from the gun went so close to my left cheek as to take some skin off, and entered my left shoulder; it stunned me so that I knew nothing; but when I came to myself, I sprang from my birth, exclaiming, "My God, my God, what is this," and called for some one to come to me; I said, "Steward, come here"; the steward made haste to obey, but was met at the door by John Hall, with the cooper's axe raised, (he had dropped his gun) and told him if he said a word he would cut him down; and I sung out "boy," the boy turned out and came to me with a light, and I told him to put the fire out in my berth; when I went into the second mate's room I saw him dressing himself; I told him I was shot; he answered that he was shot too; the third mate was out of his berth on the deck dying. I left him and went to the captain's room. I was barefooted, not having had time to dress myself. When I entered the room I felt I was treading in blood. I told the boy "Bring a light here." When the boy brought a light I saw the captain lying on deck dying. I raised him up, and he breathed his last. I then opened his chest, and took out his revolver and loaded three shots, and determined to shoot the ringleader. I then sent the boy to tell the second mate to come to me, but neither of them returned. I then blew the light out, and stayed there as long as I could without suffocation. I then thought I'd leave and give them a chance to put the fire out. As I passed through the steerage I sung out "Cooper," he answered "here I am." Then I sung out for several others, to see how many I had to help me, but when I saw the ship on fire I thought it no use to ask for help. I then sung out to the men to put the fire out, and I would not hurt them. As I passed by I heard the second mate on deck asking for his life, and I heard them say kill him, as I thought. When the men heard me sing out to quench the fire, they said, "Yes, you would like to get us down there; you son of a bitch, come up here, or I'll shoot you." I felt faint, and being wounded, I thought I would take a bung borer and go down in the lower hold and get some water, and also in hopes of shooting the ringleader. But I was two days without getting water or anything to eat. By that time my pistol was out of order, and my thoughts all the time were that the second mate was dead, and my only hopes were that I might get into port, and if they undertook to sell the ship I would come out and take her. But after I had been in the hold five days they found me and told me that if I would come out they would not hurt me, and that I might have the ship, and so I passed my pistol up, when I found to my surprise the second mate alive, but in irons. I was almost dead, but they took me aft, and dressed and washed me. My shoulder, where I was shot, had mortified, but they had it dressed. They told me that all they wanted of me was to take them where they wanted to go, and that I might have the ship, so I did it to save my life and the ship.

The third mate had the boarding-knife run through him several times by Cornelius Burns, and after he had killed him he was told to get out of the way by Richard Cartha, and Cartha struck at the second mate with another boarding knife, but it stuck the berth board. He then struck at him again, and the second mate caught the blade and bent the point over the board. By that time I was out of my birth, hallooing. Cartha then fired at the second mate with a pocket pistol, and shot him in the breast. All I saw before I took to the hold was that the captain and third mate were dead, and that the second was wounded, and I supposed he was killed after he went on deck. The remainder of the aforesaid testimony was told me after I was taken.

The proceedings on deck, as I was told; Between one and two o'clock on Saturday morning (I with all the foremast hands not engaged in the mutiny) were awakened from a sound sleep, and was told by one of the gang that the ship was taken, and that the captain and the second and third mates were dead. They said the mate had stowed himself away. They made us come on deck, and compelled us to help them to put the fire out. We were then made come on deck, and were made arm ourselves with lances, harpoons, spades, axes, and other things, and were made stand at the fore, main, and mizen hatchways, watching for the mate. Just after I came on deck and had got to the try-work the second mate came on deck and was made prisoner by the gang. Plummer then bound him, sent him to the forecastle, and set a strict watch over him. All hands, except two at each hatch, were made come aft and work at putting out the fire. After we had worked very hard for an hour or so we got the fire so much subsided that we could venture below.

A couple of men were then sent below into the cabin, and bent a rope on the captain's ankle, and some of the men on deck hauled him up; a heavy chain was then made fast to him, and he was thrown overboard on the larboard quarter. Two men were then sent below and bent a rope on to the third mate's leg, and he was drawn on deck; the grindstone was then made fast to him, and he was thrown overboard on the larboard quarter.

After the fire was put out Plummer ordered the ship to head W.N.W., thinking he was steering for Cape Howe, but instead of heading for Cape Howe he was heading a straight course for Lord Howe's Island. After I was found I was told to steer for Cape Howe, Australia; I accordingly changed my course to S. W. by S. We made the land on Sunday, 3rd January, 1858. The same morning (Saturday, 20th), all hands were made to come on deck, and throw the boat craft, the spades, spare irons, and, in fact, everything pertaining to whaling overboard; then they broke out the slops in the ship and all her stores, and appropriated them to their own use, and hove casks of rye and other things overboard. After that they went below into the cabin, and broke out everything they could find—liquors, tobacco, and everything else they could lay their hands on. All the stores, and in fact everything in the ship, useful for a whaling voyage, were used or destroyed, excepting bread and water; the clothing and the articles on board to recruit the ship were destroyed.

8/24/58

THE CASE OF THE JUNIOR.

The mutineers were brought up again before Commissioner Cushman, in Boston, yesterday, but not being yet provided with Counsel, the examination was postponed until to-morrow in order to give them an opportunity to confer with Counsel. Plummer, the ringleader, expressed a desire to have Rufus Choate and Sidney Webster to defend him, but whether they will be retained is not yet announced.

The prisoners, says the *Courier*, were still manacled in couples, and the chains put upon their legs at Sidney, and strongly rivetted, had not been removed. They maintained a firm bearing, and spoke with great earnestness to the several members of the bar whom they had requested to be sent for.

The six seamen who were shipped at Sidney to make up the ship's complement when she was sent here by the American Consul, R. D. Merrill, were discharged, it appearing that they knew nothing in relation to the transactions which took place on board the Junior prior to their joining her.

The particulars of this case we have already published, but we presume the following full extract from the log-book, will be found interesting, and will serve to refresh the recollection of our readers. The entry was made by Henry Mason, one of the crew, at the dictation of Mr. Provost, the first officer, who was wounded by the mutineers.

"Lat. 38 58 S, lon. 16 57 E., Dec. 25, 1857. Shortened sail for the night, and everything appeared as usual, until 1 o'clock Saturday morning, when the cabin was attacked by the five men aforesaid. Cyrus Plummer shot the captain with a whaling gun containing three large balls. The balls went in at his left side and passed under his ribs and entered into the side of the ship. The captain sprang from his bed and said: "O! my God, what is this?" He was answered by Plummer: "God d—n you, it is me!" He then seized the captain by the hair of the head, at the same time calling on his men to up with their hatchets, and commenced cutting him with his hatchet. After he had struck him three or four times he let him fall on the floor, and then Plummer went on deck. The mate was also shot by a whaling gun in the hands of John Hall alias Wm. Payne. I was fired upon at the time the captain was; the charge from the gun went so close to my left cheek as to take the skin off, and entered my left shoulder; it stunned me so that I knew nothing, but when I came to myself I sprang from my berth, exclaiming, "My God, my God, what is this?" at the same time calling for some one to come to me. I said "steward, come here;" the steward made haste to obey, but was met at the door by John Hall, with a cooper's axe raised, (he had dropped his gun) and told him if he said a word he would cut him down, and I sung out "boy;" the boy turned out and came to me with a light, and I told him to put the fire out in my berth; when I went into the second mate's berth, he was dressing himself; I told him I was shot; he answered he was shot, too; the third mate was out of his berth on the deck dying; I left him, and went to the captain's room; I was barefooted, not having time to dress myself; when I entered the room, I found I was treading in blood; I told the boy, "bring a light here;" when the boy brought a light, I saw the captain lying on the deck dying; I raised him up, and he breathed his last; I then opened his chest, and took out his revolver, loaded three shots, and determined to shoot the ringleader; I then sent the boy to tell the 2d mate to come to me, but neither of them returned; I then blew the light out, and stopped as long as I could without suffocation.

I then thought I'd leave, and give them a chance to put the fire out. As I passed through the steerage I sung out, "Cooper!" he answered, "Here I am." Then I sung out for several others, to see how many I had to help me: but when I saw the ship on fire, I thought it no use to ask for help; I then sung out to the men to put the fire out and I would not hurt them; as I passed by I heard the second mate on deck asking for his life, and heard them say, "Yes, yould like to get us down there, you son of a ——; come up here, or I'll shoot you." I felt faint, and being wounded, thought I would take a bung-borer and go down in the hold to get some water, and also in the hopes of shooting the ringleader; but I was two days without getting water or anything to eat.

By that time my pistol was out of order, and my thoughts were all the time that the second mate was dead, and my only hopes were that I might get into port, and if they undertook to sell the ship I would come out and take her. But after I had been in the hold five days, they found me, and told me if I would come out they would not hurt me, and I might have the ship; and so I passed my pistol up, when I found to my surprise the second mate alive, but in irons. I was almost dead, but they took me aft, and washed and dressed me. My shoulder where I was shot had mortified, but they had it dressed. They told me all they wanted of me was to take them where they wanted to go, and I might have the ship. So I did it to save my life and the ship.

The third mate had the boarding knife run through him several times by Cornelius Burns, and after he had killed him he was told to get out of the way by Richard Cartha, and Cartha struck at the second mate with another boarding knife, but it struck the berth board. He then struck at him again, and the second mate caught the blade and bent the point over the board. By that time I was out of my berth, hallooing. Cartha then fired at the second mate with a pocket pistol, and shot him in the breast. All I saw before I took to the hold was that the captain and third mate were dead, and that the second was wounded, and I supposed he was killed after he went on deck. The remainder of the aforesaid testimony was told me after I was taken.

The proceedings on deck, as I was told: Between 1 and 2 o'clock on Saturday morning, I, with all the foremast hands not engaged in the mutiny, was awakened from a sound sleep, and was told by one of the gang that the ship was taken, and that the captain and second and third mates were dead.

They said the mate had stowed himself away. They made us come on deck and compelled us to help them to put the fire out. We were then made to come on deck and were made to arm ourselves with lances, harpoons, spades, axes, and other things, and were made to stand at the fore, main and mizen hatchways watching for the mate. Just after I came on deck and had got to the try-works, the second mate came on deck and was made prisoner by the gang. Plummer then bound him, sent him to the forecastle and set a strict watch over him. All hands except two at each hatch were made come aft and work at putting out the fire. After we had worked very hard for an hour or so, we got the fire so much subdued we could venture below.

A couple of men were then sent below into the cabin and bent a rope on the captain's ankle, and some of the men on deck hauled him up; a heavy chain was then made fast to him, and he was thrown overboard on the larboard quarter.

After the fire was put out Plummer ordered the ship to head W.N.W., thinking he was steering for Cape Howe, but instead of heading for Cape Howe he was heading a straight course for Lord Howe's Island. After I was found I was told to steer for Cape Howe, Australia; I accordingly changed my course to S.W. by S. We made the land on Sunday, Jan. 3, 1858. The same morning (Saturday 20th) all hands were made to come on deck and throw the boat craft, the spades, spare irons, and in fact everything pertaining to whaling, overboard; then they broke out the stops in the ship, and all her stores, and appropriated them to their own use, and hove casks of rye and other things overboard. After that they went below into the cabin, and broke out everything they could find, liquors, tobacco, and everything else they could lay their hands on. All the stores, and in fact everything in the ship useful for a whaling voyage, were used or destroyed, excepting bread and water; the clothing and the articles on board to recruit the ship were destroyed.

25th to 30th December, 1857.

After telling the men to put out the fire, which was the last words I said, I started between decks to the lower hold. As I passed the main hatch, Plummer raised the corner of the hatch, and said, "Come up here, and we wont hurt you, but only give you the length of this." At the time the men were called aft to work, I heard them walking, and supposed they were all against me; I heard no one speak except Plummer, Cartha and Hall. While

26

27

the men were putting out the fire, I came aft, and raised the corner of the after hatch, and went down into the lower hold; crept aft to the run; while I was at the run, they made the foremast hands go down between decks and break out the cask of powder; they were afraid to go themselves, as I supposed. After I saw no hopes of shooting the ringleader, I proceeded on to the midships, on the starboard side, I supposed it was on the second day after I was shot; I then raised my hands to God, and asked Him to protect my soul; I almost choked with thirst.

I then said, "O God, wilt thou be so kind as to give me a little water." As the ship rolled I heard a stick moving on the cask about once a minute, and something told me, there is water. I went there, and found the bung out and the cask nearly full of water; then I said, "How will I get it out?" I was in my drawers, and had on a thick woolen shirt; then I thought about taking a piece of my shirt collar and dipping it in the water and sucking it; I left the shirt collar at the cask when I went back to my place of stowing away, but when I went back I could not find it; I heard them shooting on deck; I thought they were firing in the hold; I also thought I saw lights in seach of me; I was frightened almost to death; as I crept further forward I lost my bung-borer between the main and fore hatch; so I had nothing left but my pistol, containing three loads; I found a cask of water and got a drink; I also found a cask of bread with the bung up; the bung being of soft wood, I rubbed a hole in it with the slight of my pistol, not daring to pound on it for fear of making them hear. There I lay; my feet had no feeling on account of the cold; I tore a piece of my shirt-tail, and wrapped it around my feet, and tried to sleep; I expected to be shot as soon as I came up, so I thought I would lie there and die; I thought I had been three days; I thought I was getting along well.

I had torn another piece of my shirt collar, by which I could get water, and I could get bread out of the bung-hole of the bread cask; the collar I made fast on my button hole for fear of losing it. The day they found me I asked them how long I had been in the hold; they told me five days; I thought I had only been three; while I was in the hold I was as strong as a lion, but when I came on deck I could scarcely stand; while I was in the hold I could hear a kind of suction in my shoulder, and I knew then that I was badly hurt; it swelled very bad; my shirt being bloody, cold, and stiff, I shifted it around, and put the soft side on the lame shoulder the same day I was found.

When I got on deck I could not stand; I looked so bad they had pity on me; the foremast hands said if there had been any other person with me they could not have told who I was, I was so much altered; my hair stood upright from being shot. They took me aft, but Arthur came up to me with a pistol cocked, and a hatchet raised, and struck me on the lame shoulder, and said, "I am going to shoot you." He then made motions with the hatchet and said, "I will cut your nose off," and kept striking near my face.

Plummer told him to keep still and not shoot me, but had hard work to hold him back; Plummer told me that if I would take them ashore when they wanted to go, I should not be hurt, but should have the ship, and said "You never misused me, and I shall not shoot you;" but my thoughts were that as soon as they made land they would kill me; my sufferings were indescribable; they took me forward to the forecastle, and told me that Mr. Lord was all right; my heart was overjoyed, and I said, "Let me see him."

I was then sent aft and he was kept forward in irons; they then made irons for me out of iron hoop, and made them so small that I could hardly get them on; the irons were made of heavy iron hoop, and in the shape of an oxbow, with an iron bolt running through, and a padlock on the end instead of a key; I then asked them to put them on my feet and not on my hands, on account of my shoulder; they then kept my irons off and let me free, thinking I would have a better chance to navigate the ship. NELSON PROVOST.

We take the following extract from the log which was written by Plummer's orders:

Lat. 37.58 S., lon. 66.57. Friday, December 25 1857. This is to certify that we, Cyrus Plummer, John Hall, Richard Cartha, Cornelius Burns, and William Hurburt, did, on the night of the 25th of December last, take the ship Junior, and that all others in the ship are quite innocent of the deed. The captain and third mate were killed, and the second mate was wounded and taken prisoner at the time. The mate was wounded in the shoulder with balls from a whaling gun, and at the time we fired we set his bed on fire, and he was obliged for fear of suffocation, to take to the lower hold, where he remained until Wednesday afternoon. We could not find him before, but we undertook a strict search, and found him there.

We promised him his life and the ship, if he would come out and surrender without any trouble and so he came out. Since he has been in the ship he has been a good officer and has kept his place. We agreed to leave him under oath not to attempt to follow us, but to go straight away and not molest us.

We shall watch around her for some time, and if he attempts to follow us or stay around here, we shall come on board and sink the ship. If we had not found Mr. Nelson the ship would have been lost. We have taken two boats and ten men, and everything we wanted; we did not put Mr. Nelson in irons, on account of his being wounded, but we kept a strict guard over him all the time.

We particularly wish to say that all others in the ship but we five aforesaid men, are quite innocent of any part in the affair.

(Signed) CYRUS PLUMMER,
JOHN HALL,
RICHARD CARTHA,
CORNELIUS BURNS,
WILLIAM HURBURT.

Witnesses—Hugh Duff,
Henry T. Lord, Herman
Cruff.

SHIP JUNIOR, New Bedford, Massachusetts.

A large number of documents connected with the case have been received by the District Attorney, among which are the following:—

Copy of a letter from Robert D. Merrill, U. S. consul at Sydney, N. S. W., to Capt. A. F. Gardner of the whaling ship "Junior," April 22, 1858. Copy of a warrant from his excellency the governor general at Sydney, N. S. W., transferring the prisoners of ship "Junior" to the United States of America, March 24, 1858. Copy of form of oath taken before Robert D. Merrill, consul at Sidney, by W. M. A. Reynolds, Sidney Banfell Monday, James A. Burrows, De Witt Clinton Spaulding, John D. Johnson, Jules Fleischer, and Charles Schulze, guard of ship Junior, April 15, 1858. Copy of a letter from R. D. Merrill, consul at Sidney, to the guard of the ship "Junior," April 22, 1858. Copy of a letter from R. D. Merrill, to the District Attorney at New Bedford, forwarding copies of depositions of a portion of the ship "Junior." Copy of letter to Capt. Gardner; same to the guard, form of oath, list of articles taken from prisoners, warrant of the governor, letter from governor of jail, &c.

4/9/58

TRIAL OF THE JUNIOR MUTINEERS.—The trial of the mutineers of the ship Junior was commenced in Boston yesterday, before Judges Sprague and Clifford. The four put on trial are Plummer, Cartha, Stanley and Herbert. Hon. B. F. Butler, counsel for Plummer, moved that the prisoners be tried separately. His principal reasons were, that the indictment charged only one of the prisoners with having inflicted the fatal blow, and only accused the rest of aiding and abetting in the murder; and that, therefore, each of the counsel would struggle to prove an alibi from the scene of the murder, each to the disparagement of the others, thus complicating the facts and generating prejudice.

The motion was supported by Mr. Lothrop, counsel for Herbert, but was opposed by Mr. Prince, counsel for Stanley, and the District Attorney.

The court denied the motion for a separate trial and ordered the trial to proceed.

Mr. Butler then asked that the State law in regard to peremptory challenges be applied, which application was also denied.

The propriety of challenging a juror by the government on account of his adverse opinion in regard to capital punishment, was discussed by the counsel, Mr. Butler claiming a juror could not properly be challenged on account of such an opinion, more than on account of any particular religious or political belief. He maintained that no juror could be excluded from the panel unless he had previously formed some opinion in regard to the case under consideration. He maintained that a criminal should be tried by a jury of his countrymen, without being subject to any restriction.

Judge Clifford stated that in this respect the particular provision of the Massachusetts law had not been adopted in Federal practice, and with his consent never would.

The process of empaneling a jury was then commenced, each as he appeared was questioned as to his bias or opinion, and also answered the statutory question of this Commonwealth on the subject of convictions in view of the effect of a verdict in a capital case.

Some difficulty was experienced in empanelling a jury. A *venire* of seventy-six, with the exception of three or four who were absent, was exhausted and no jury obtained. The absentees were sent for, and even then the jury was incomplete. It was finally agreed that one of the *venire* who had been challenged, might be taken to complete the panel. At 3½ o'clock the jury were empanelled, when the court adjourned to this morning at 10, to begin the trial.

The foreman is to appointed to-day. The following are the names of the jurors: Willard Bacon, Lemuel Grant, Ashur Josselyn, Benj. Norris, Wm. Parker, Amasa Whiting, John B. Chisholm, Chas. Humphrey, C. B. W. Lane, Heild J. Nelson, Wm. Tinker, Daniel C. Bates.

Daniel C. Bates, of Roxbury, was appointed to fill a vacancy on the jury.

10/9/58

CASE OF THE JUNIOR.—The mutineers of ship Junior, of this port, were brought up before Commissioner Cushman, in Boston, yesterday, for examination on the complaints for murder and mutiny. Mr. Woodbury, for the Government, stated that two material witnesses whom he expected, had not arrived, but he thought there was sufficient evidence to afford probable cause of the guilt of the prisoners, and he moved that the prisoners be committed to answer the charges of murder at the next term of the U. S. Circuit Court, which will come in on the 15th.

Wilder Dwight, Esq., who appeared as counsel for Sampson, Brooks and Canell, (the five other prisoners had no counsel) objected to this course. He denied that there was probable cause for the belief that the prisoners were guilty of the crime alleged. The extradition warrant, he said, was no evidence against the parties, and the Commissioner had no knowledge judicially of any facts further than that they were charged with a crime. He claimed that the Revised Statutes of Massachusetts secured an examination in all cases of commitment, whether the parties were before a Commissioner of the United States government or a local magistrate, and in behalf of his clients he asked for an examination at once.

Sidney Webster, Esq., counsel for the same parties, also objected to the course proposed by the District Attorney. He claimed that there was not a particle of evidence against the prisoners as yet; it had not been proved, even, that the proceedings were legal under the Extradition treaty.

Mr. Woodbury, in replying to the objections urged, said that the Commissioner was accountable to the United States alone for his acts. He proceeded to argue the merits of the case at great length, contending that the depositions which had been introduced into the case, were competent evidence, and that from such evidence there was probable cause to suspect the guilt of the prisoners.

Mr. Webster questioned whether the warrant under which the parties were brought to the United States was genuine, and also whether the prisoners had been examined before any legal tribunal at Sydney, and the District Attorney examined Captain Alfred Gardner, who brought the ship Junior and the mutineers home, on those points. Capt. Gardner testified that the papers given him by the American Consul at Sydney were under seal and that the seal was not broken while they were in his possession. He saw some of the papers, including the warrant for the removal of the prisoners, delivered to the Consul by a Sydney policeman, and was present during a part of the examination before Judge North and two other magistrates of Sydney. Previous to the delivery of the prisoners into the custody of the witness, there was a question in the minds of the Sydney authorities whether or not they should send the parties to the United States at once or await a requisition from the Government.

The District Attorney put in a sworn affidavit to the effect that the warrant in Court was the identical one received under seal from Captain Gardner.

At six o'clock, the Commissioner ordered the case to be continued until nine o'clock this morning. Plummer and his companions were then arraigned on a new complaint sworn to by Nelson Provost, 1st mate of the ship Junior. The first count alleged that on the 26th of December, 1857, (the day of the murder,) in the South Sea, between the islands of New Zealand and New Holland, the defendants with force and arms attacked Archibald Mellen, Jr., the master of the ship Junior, and stole said vessel valued at $10,000, and property contained in her to the amount of $5000. The second count charges that the parties piratically and feloniously ran away with said vessel and other property; and the third count set forth that on the 4th of January, 1858, when about twenty miles from Cape Howe, New South Wales, they set upon the ship Junior, and putting in fear Nelson Provost, then the master, feloniously stole and carried away a part of the ship's provisions. To this complaint the defendants pleaded not guilty. This case and the mutiny case were also continued until this morning.

Nov. 4, 1858

28

TRIAL OF THE MUTINEERS AND MURDERERS OF SHIP JUNIOR AGAIN POSTPONED.—In the U. S. Circuit Court in Boston, yesterday, Judges Clifford and Sprague on the bench, four of the prisoners were arraigned, as follows: Cyrus W. Plummer, for the murder of Capt. Archibald Mellen, by shooting him on board the Junior, while near Australia, on the 26th December, 1857; and the other defendants, named W. H. Cartha, Charles H. Stanley and William Herbert, are charged with being accomplices to the murder.

U. S. District Attorney Woodbury appeared for the prosecution; B. F. Butler and C. P. Chandler, appear for Plummer; F. F. Heard,, and L. W. Felton for Cartha; J. H. Prince for Stanley, T. K. Lothrop and J. Q. Adams for Herbert.

The indictment was read in all its tedious length, and to it the prisoners severally pleaded not guilty.

Mr. Butler then, in behalf of his client, made a motion to postpone the trial until the next term of the Court, on the ground that he had not yet had time to prepare his case, nor either to procure distant witnesses, whose testimony might put an altogether different face on the matter.

This motion was advocated in an argument of much length by Mr. Butler, and was opposed by the District Attorney on the ground that ample time had been had for preparation, and that the witnesses spoken of had scarcely been heard of since the day the Junior left Sidney and were now probably on the other side of the world and, of course, impossible to be reached for a long time to come if ever.

Besides the above motion, the counsel for Cartha put in a general demurrer to the indictment, as insufficient and bad.

The Court, after consultation, stated that it appeared by the statements of counsel that they had seen the indictment only since Saturday last, and that they had only been allowed to see their clients through the bars of a cell, and in the presence of witnesses, and that for these reasons the motion is made.

The Court was of opinion that this time was not long enough to properly examine the indictment, and had no doubt but that all counsel should have interviews with their clients, and that these interviews should be private.

These reasons, however, would not justify such a continuance as asked for, but might be valid on a motion to postpone for a short time, which time, the Court suggested, should be named by the counsel on both sides.

The above opinion was delivered by Judge Sprague, and Judge Clifford, after a statement from Mr. Butler that material evidence might be procured in New Bedford, agreed substantially with the views of the District Judge, and was of the opinion that in the present case he could see no reason for a lengthened postponement, but a brief delay, he thought, was due to the rights of the accused.

The counsel on both sides then consulted together for a brief period. The result of their conference was postponed until the reasons for the demurrer were filed by the counsel of Cartha.

Mr. Heard, on the part of his client, then stated that his objection to the indictment was on the ground that Plummer is charged with being the principal in the first degree, and Cartha as principal in the second degree, but that the last allegation is not stated as being formed on the oath of the Grand Jurors. This technical objection was urged at much length by the Counsel, and authorities apparently in support of his position were cited in great numbers from standard works of the English bar.

Two other objection of a purely technical nature were also urged and supported as was the first.

The government counsel not being prepared to reply at the present time, the objections being now for the first time brought to their notice, the further argument on the demurrer was postponed.

The Jurors were then excused until Monday next and the case was put off to that day at ten o'clock.

A motion was then made by Mr. Butler that the counsel for the prisoners be furnished with the names of those witnesses who had testified before the grand jury in the case, and the Court decided to hear him on the matter this (Thursday) morning, as well as the rejoinder of the District Attorney to Mr. Hurd. The Court was then adjourned.

TRIAL OF THE JUNIOR MUTINEERS—SECOND DAY. 11/10/58

The U. S. Circuit Court came in at 10 o'clock yesterday, and John B. Chisholm, of Boston, was then appointed foreman of the jury. The indictment, occupying nine quarto pages of printed matter, was then read, after which Milton Andros, Esq., assistant District Attorney, commenced his opening argument for the government. He first made an impressive allusion to the magnitude of the crime charged against the prisoners at the bar, and the importance of the responsibility resting with the jury. The prisoners had been first arrested in Australia, and had been brought thousands of miles, and the arbitration of their guilt or innocence now remained entirely with the jury.

In the evidence for the government they expect to prove—

1. That Archibald Mellen was killed by these prisoners.

2. That he was killed with malice aforethought.

3. That the murder was committed on the high seas, within the jurisdiction of the United States, and without the jurisdiction of any particular State.

4. That the prisoners were first brought into this District of Massachusetts.

He then reviewed the circumstances of the murder, all of which we have previously published. We however, give a synopsis of his remarks on this point to refresh the memory of the reader, from the report of the *Traveller:*

The Junior sailed from New Bedford, July 27, 1757, for a whaling voyage in the Northern Seas, intending also to cruise by the way. The crew consisted of 32 persons, with officers. Archibald Mellen was captain—a young man scarcely 27 years of age. He now sleeps in an unknown watery grave, and John H. Smith, the 3d mate, shares the same fate. Plummer was boatsteerer of one of the boats, and as such had charge of one of the boat's crew watches. [A detailed explanation was here given of the nature of watches on board a whaler.] At the time of the murder Plummer was the boatsteerer of the 2d mate's boat's crew. The boatsteerer has free access to the cabin at all times, and full communication with the crew. Stanley and Herbert were in his watch.

When the vessel left New Bedford she was fitted up for a three years voyage. When they were four or five weeks out, some of the green hands became dissatisfied, and Plummer with the rest, and the government expected to prove that when the ship was not more than five weeks out, Plummer said he would not go to the Northern Seas, if he had to take the ship himself. When near Fayal they made an arrangement by which to take the vessel. Stanley and another were to take the deck, and the others were to rush below and secure the ship. All were armed with whaling guns and boat hatchets.

The conspiracy was entered into with great solemnity. Plummer administered an oath to the others on the Bible, that they would keep it secret and succeed at all hazards. Two attempts were made, but the thing subsided for a time, on account of circumstances, without crime or exposure. On Christmas day, while they were on whaling ground, at little before midnight, the 2d boat's crew were called on deck to relieve another crew. Plummer came up and said, "By G—d this is Christmas night." Liquor was then procured and drank, and soon after he said, with another oath, "this must be done to-night." Fifield was called and agreed to assist. Stanley was sent to guard the mizzen hatch. Harrison was at the wheel. Plummer, Cartha, Herbert, and Halls and Burns, who have never been arrested, assembled in the steerage.

[A plan of the ship was here exhibited, and the various representations explained.]

Plummer then went into the after steerage, loaded the whaling guns, and armed himself with one, the others being armed in various ways. [The weapons were exhibited in court.] After giving orders they returned and assumed their respective positions.

[The counsel for the prisoners here requested the exclusion of the witnesses from the court-room and they were accordingly excluded.]

The form of the indictment was alluded to, and a clear explanation given to the jury of the reasons for the adoption of that form. The several counts were merely deemed necessary as different forms of expressing the same charges, and to avoid inconvenience which might arise in the course of the trial, if only one count were used. In this indictment Plummer was charged with being a principal in the murder, and the others with being accessories.

To prove a party to be an accessory to a murder, according to the laws of the United States, does not require evidence of his immediate presence, or that he was an ear or eye witness, but only that he combined with the principal to effect the crime. The statutes on this subject were read, in which death was prescribed as the penalty of a murder. The statute does not specify what constituted the crime of murder and for this definition we must refer to the unwritten or common law.

According to that, murder is where a person of sound mind, with malice aforethought, takes the life of another person. But it is only necessary for the government to prove the act of killing, which is murder unless evidence is produced to show that it was not performed with malice aforethought. A difficulty sometimes arises in distinguishing between the crimes of murder and manslaughter. But in this case no such difficulty can arise. The government will either prove that Archibald Mellen was murdered, or else they will not prove that he is dead.

They then proceeded to the cabin where the officers were asleep, Plummer gave the word to fire. Capt. Mellen was severely wounded, and in the agony of his pain sprang forward. Plummer sprang forward and struck a hatchet into his head so he could not pull it out. While this was going on, the others were performing their work. The third mate was killed and the second left for dead after receiving a thrust from a boarding knife, and a shot from a pistol. He suffered almost mortal agony during five days' self-imprisonment in the hold. The other officers were wounded, but their lives were spared. The ship was then found to be on fire, and the murderers feared to go below to put it out, lest it should be a *ruse* of the officers. With great exertions the fire was extinguished.

In the morning the first thing done was to drag the corpses from the cabin. Plummer said he was afraid to go, and Stanley went; the bodies were hauled out by a rope attached to them, and with weights attached, were thrown into the sea. Arming themselves, they threw the rest of the weapons overboard. They told the remainder of the crew if they would work the ship they should not be harmed. They endeavored to steer for Cape Home, in New Holland. Mr. Lord the second mate, having been discovered and seized, a guard was placed over him; from the time of the murder till the mutineers left the ship, some one or more of them was constantly on deck, armed.

[Mr. Butler objected to the course of the counsel for the Government in relating circumstances which transpired after the alleged murder. The counsel argued the point, and Judge Sprague ruled that the subsequent carrying out of prior schemes relating to the offence charged in the indictment could be properly described in evidence.]

Mr. Andros concluded with an appeal to the jurors to consider the case impartially, and weigh the evidence carefully.

During the time previous to deserting the vessel, the mutineers more than once individually described the details of the crime they had committed, and before leaving her, signed a confession in the log-book, at the suggestion of some of the crew, confessing the commission of the crime, and exculpating all others. When about 20 miles from land they left the vessel and landed. They were subsequently captured and delivered over to the officers of this District.

There are two classes of witnesses—one class consists of those who were not connected with the conspiracy and the other of those who were participants in it, but not active participants in the murder. Another class of evidence consist of the confessions to the prisoners themselves.

At the conclusion of the recess, Judge Clifford stated that when the Court adjourned it would be till 9 o'clock to morrow morning. He urged the counsel to practice all possible diligence, as his duties would soon call him hence and several indictments for criminal offences, were yet to be reported.

Mr. Butler then stated that it would be evident to all that from the nature of the course indicated by the government in their opening argument, it would be necessary to alter the plan of defence somewhat. Depositions had been taken in Australia, and authenticated copies had come into possessions of the government officers. He therefore moved the Court for copies of the depositions made in Australia, by which the prisoners were first arrested.

Some of the witnesses, according to the government attorney's opening address, were expected to swear to circumstances which they denied in Australia.

Mr. Woodbury questioned the right of the defence to ask for these papers. They would probably be like any of the other papers which the prosecution intended to use, but they had no legal right to them.

In the course of the discussion upon the authority of the Court to order the attorney for the Government to produce, for use of counsel for the defence, the depositions of some of the witnesses, taken by the American Consul at Sydney Judge Clifford asked what was to be done if the attorney disregarded the order.

Mr. Butler maintained that the disregard of the order might be dealt with as contempt of Court.

The question of the depositions was now brought before the Court more formally by an affidavit, that they were in possession of the Government.

The Judge said the depositions could not be used as evidence by either side, and it was only as evidence that the Court could take any notice of them. Motion denied and the Court adjourned.

29

TRIAL OF THE JUNIOR MUTINEERS.

The trial proceeded at 10 o'clock yesterday forenoon. The government called its witnesses, Henry T. Lord, second mate, and five of the crew of the Junior, and they were sworn. 11/11/58

Mr. Butler then moved that the witnesses be excluded from the Court room, except while on the stand, and that they be debarred from reading the report of the trial published in the papers, or else that the Court would issue an order prohibiting the publishment of any newspaper reports during the progress of the trial.

The Court, upon consultation, ordered that the Marshal refrain from furnishing the witnesses under his charge, any newspapers containing accounts of the trial, but at the present time declined to issue an order excluding the reporters from exercising their vocation in the Court. Their Honors intimated, however, pretty clearly, their power to order a suppression of all public reports, and stated that perhaps it might yet be important so to do.

Mr. Lathrop then offered an affidavit signed by Herbert, one of the prisoners, stating that he believed that the District Attorney was in possession of papers containing legal evidence on the subject of the trial, and prayed that the said attorney might be ordered to produce said papers to the Court.

The application was granted, and the examination of witnesses for the government was commenced.

The government's testimony commenced by calling Charles L. Fifield:—

I shipped on board the Junior July 21st, 1857, from New Bedford. Archibald Mellen was captain; Nelson Provost 1st mate; Henry T. Lord 2d mate, and John Smith 3d mate. The prisoners at the bar were all on board—Cyrus Plummer, Charles Stanley, Wm. Cartha and Wm. Herbert. On the 26th of December Cyrus Plummer was steerer of Lord's boat; we were off the coast of Australia. Myself, Chas. Stanley, Chas. Harrison and Wm. Herbert were in the crew. That boat's crew were on duty in the evening, about 12 o'clock. I should think it was a little before 12 o'clock Christmas night. Capt. Mellen and the officers who sailed from New Bedford had charge of the vesel.

The ship was taken during the night, and the captain and mate killed; this was while Plummer's boat's crew was on duty. Plummer passed me after he came on deck, and said something about its blowing hard, and that it was Christmas night. He said, "*By* G—d, this is Christmas night." When he made this remark Stanley was sitting in the deck pot, Cartha was by the rail. After the wheel was relieved Harrison took it. I next saw Plummer a few moments after. He spoke to all of us, and said, "By G—d, this must be done." Myself, Stanley, Cartha and Herbert were present. Some one asked, what was to be done, and he said, "Take the ship." Plummer produced a cocoa nut shell and a bottle with spirit in it. The men took some of the liquor, and then I went aft.

Coming forward I met Plummer by the mainmast. He asked me if he could trust me. I told him I thought he could. He said he wanted me to guard the companionway door. He told me to tell Stanley to stand in the mizen hatch. I told Stanley and he took his place, with a spade in his hand. [An instrument was exhibited in Court, which witness said resembled the one Stanley had, except that it was longer.] I went forward and heard a report. I went aft and met Herbert coming up from below. He said, "Oh dear, they are all killed," or something like that. There was no one on deck but Stanley, Harrison and myself; when I heard the report I saw Cartha and Herbert go aft, after I had the conversation. After Herbert came up, Cartha came up the mizen hatch. I saw Hall come up and saw Plummer by the mizen hatch soon after. I saw no one else except Stanley, at that particular time. Cartha was standing by the binnacle lamp.

Cartha and Plummer both said to me "why don't you hold the door?" We then fastened the door with a piece of wood. I have often heard Plummer call out to the men to come on deck. Stanley had the spade in his hand while at the mizen hatch. The report I heard was a report of firearms in the after part of the vessel. I should judge it was in the cabin.

After the cabin door was fastened I heard Plummer calling to the boatsteerers and Mr. Lord to come up. Mr. Lord was in front of the steerage, as I judged from his voice. I first saw Mr. Lord after that in the steerage. I think it was about one o'clock when I heard Plummer call the boatsteerers. He said, "Come up here boatsteerers." They came up soon after. Cartha and Stanley were by the mizzen hatch. Cartha had nothing in his hand. After the boatsteerers came up Plummer said the ship was taken. I did not see anything in his hand.

[A whaling gun was here exhibited to the prisoner.] I have seen an instrument like that on the Junior. I have seen Nelson and others loading one. These guns were kept between decks, under the mizen hatch, in boxes. Two are all I ever saw. I heard but one explosion. Soon after Herbert, Plummer and Cartha were on deck. I next heard Mr. Nelson say the ship was on fire and call on them to come down and put it out.

Some one said, "Come up, Mr. Nelson." Nelson said, "Plummer, I have a revolver for you." Plummer said, "No you don't; I know what you want; you want to shoot me. Come up and you shan't be hurt." I won't say whether the crew had been called on deck at this time or not.

[Some discussion between the counsel occurred here, during which Mr. Butler said it was entirely unjust, because Plummer, when the fire broke out, not from any ring-leading position, but from his own indomitable energy and courage, took the lead in extinguishing the fire, to say that he was also commander of another expedition, criminal in its nature. He objected to the introduction of evidence in relation to his conduct in extinguishing the fire, unless it could be shown that Plummer used compulsion towards others of the crew. Had the theory of the government been that the conspirators set fire to the ship, the evidence would have been proper. He objected to evidence relating to the actions of other parties than the prisoners.] The Court ruled the evidence competent so far as it was necessary to show the actions of the prisoners in connection.

I do not know why the persons standing around the hatches were armed. I heard no command from either of the prisoners for the other men to arm themselves. I heard Plummer say that they had got the ship and were going to keep it I also heard Plummer say they would fasten the hatches down, and not let the mate come up.

The fire was extinguished a little upwards of an hour after notice was given. A few minutes after the fire was put out, I saw Capt. Mellen in the cabin. Plummer asked who would go down to take the bodies out. At the same time he said he "could kill a man, but couldn't handle the corpse." Stanley and Duffey went down first. After I went into the cabin, Stanley ordered Duffey to draw the body of the captain out of the state-room. Duffey said he could not do it. Stanley told him to stand back and he would do it. I saw no signs of life in the captain. Stanley sung out to have a rope passed down. One was passed down the cabin skylight. After a second attempt, the captain's body was drawn up on deck. At first the rope was only fastened to one leg, and the leg caught under the table. A turn of the rope was then made on the other leg. I saw two wounds on the body; one on the left side, below the ribs, and the other on the right side of the body. A chain was fastened to the body, and it was thrown overboard. Don't know who gave the order for the chain, and to throw the body overboard. Nothing on the body but a flannel shirt which was up over the neck and head by the body being drawn up.

Mr. Andros asked the witness about some holes found in the side of the vessel, where the Captain's berth was, and, after some discussion, answered, and described a hole and a bullet in it.

Mr. Andros having asked a question, which necessarily led to statements in regard to the third mate, who was also killed, Mr. Butler objected to any inquiry which could elicit testimony as to any fact not tending to show the murder of the captain.

Judge Clifford, in reply, put the case of a conspiracy, in which A, B, C, and D, were engaged. A and B killed one person, in pursuance of the arrangement, and B and C killed another. In such a case, how would it be possible to avoid, in the case of the first murder, putting questions to B, which would lead to answers affecting the second.

At this stage the Court adjourned.

TRIAL OF THE JUNIOR MUTINEERS.

The examination of the witness Fifield, was continued yesterday: 11/12/58

I was on the after part of the deck, on the port side of the main rigging, when the body of the third mate was brought up through the skylight; most of the ship's crew were present at the time; I do not know where the first and second mate were at the time; Stanley was close by, but I did not see either of the other prisoners at the time; I did not note the body of the third mate at the time; I had some conversation with Plummer the same day; he told me they had killed the captain and taken the ship; Plummer was on the quarter deck and the crew standing about; after the bodies had been removed the after part of the ship was cleared out, and some of the whaling gear thrown overboard, by direction of Plummer and Cartha; they said if it was left on board, it would give the crew a chance to take the ship.

Plummer called the men aft, and chose Sampson and Brooks to head the watches, saying he had taken the ship and he meant to keep it. After the bodies were disposed of, I saw Plummer, Cartha, Herbert and Stanley, Hall and Burns, all armed with guns, hatchets, pistols, &c. I heard Cartha say he was taking care of the 2d mate, and that he had shot him. I saw Mr. Lord after the whaling gear was thrown overboard, and several persons were with him. I afterwards saw Cartha with him; he brought some food for him. Mr. Cartha asked Mr. Lord if he knew who shot him; he replied that he did not; Cartha said he did it; Mr. Lord said: "Well Dick, I don't think you meant to kill me." I did not stop to listen to any more. The first time I ever heard Plummer say anything about taking the ship was on the morning of the transaction. At the first conversation I had with Plummer several persons were standing about; it was shortly after we left the Western Islands; Herbert and Stanley were present; it was in the fore part of the evening; it was Mr. Lord's watch on deck, and I was in it, with Stanley and Plummer; we were talking about the management as being unsatisfactory to the crew.

Plummer said he would not go on the voyage, but would leave her some way. After this conversation about a week or two, we had another conversation. It was Mr. Lord's watch on deck, Plummer, Hall, Stanley, myself, Harrison and some others were standing about. They said they would leave the ship, and if they could not any other way they would take the ship. Stanley said he would be one of them, and Hall said he would.

The next conversation was a few weeks after, between myself, Plummer, Cartha, Stanley, Hall, Harrison and Burns. It was in the evening. It was Mr. Lord's watch on deck. The drift of the conversation was that we would get away from the ship and not go the voyage if possible, and if we could not get away from the ship we would take her, unless there was different treatment on board the ship from what there had been. A paper was drawn up, agreeing to this; the paper was in Mr. Plummer's possession the last I knew of it; I last saw the paper that same evening. I do not know where it is now. Plummer had it in his hand going aft.

The middle watch had been called about an hour, when the next conversation took place; Stanley, Plummer, Burns and others were present; a proposal was made to take a boat and go away from the ship; there was some discussion about it, it was so far from land, and we gave it up for that time. Plummer spoke about going in the boat.

The next conversation was a few days afterwards, at night, in the same watch; the same company was present; Mr. Plummer proposed to me to take the ship; he thought we could get a chance to seize the second mate on deck, and some go below and secure the officers below; during the time we were on the deck, the whip of the foretopgallant sheet parted; at that time the prisoners had hatchets in their hands, and I had a heaver; they were armed for about an hour, and were in different parts of the vessel; Plummer and Stanley had hatchets in their hands.

Cartha had a sheath knife in his hand. Hall and Burns had hatchets and knives, at the time the whip parted the men were about the try works, and the 2d mate aft; he came forward immediately; do not know that he saw the weapons which the men had; I had the heaver in my hand to knock him down, as I had agreed that Stanley and I should look after him while Plummer, Cartha and the others were to take care of those below.

Another conversation took place a few nights after. The 2d mate was aft when this conversation took place. The conversation was commenced by myself and Plummer, and it was proposed to knock Mr. Lord down and secure him. The plan agreed on was to port the flying jib sheet. This was done just before the close of the watch and while the second mate was aft. He came forward and jumped up on the bows of the ship and ordered the sheet hauled in, which was done by the men on deck.

I did nothing to the 2d mate at that time; Cartha wanted to know why I did not. I told him I could not strike him, as I did not want to knock him overboard. I stood my weapon down when I saw the 2d mate. He was on the spritsail yard across the bows. It was before the sheet parted. Stanley was on the deck at the time. After the sheet parted I saw Hall have a knife. The men who composed the watch were myself, Stanley, Harrison, Hutchings, Mason, Burns, Plummer, Sampson, Herbert and the mate. Up to the night the flying jib was cut I heard nothing said of the disposition to be made of the ship. I heard Burns say afterwards that he killed the third mate.

The parties who left the ship were Stanley, Herbert, Hall, Brooks, Sampson, Plummer, Pike, Cartha, Burns, Hall. The mate gave no direction in relation to their leaving. They were called aft by some one. I went there and saw Mr. Lord and the other men belonging to the ship. Plummer said he was about to leave the ship, and wished the mate to run in to some New Zealand port, and that the men would stay on board the ship, and if they did not he would come on board and knife them.

I heard Herbert say he was in company with Hall when he threw a Hatchet at Nelson. Previous to the party leaving the ship I did not see the prisoners do anything to the log book, but heard them say the morning before they left that they had left an article in the log book excusing the rest of the crew. At this time the prisoners were armed with guns, and other weapons.

After the vessel was captured the arms were brought on deck and the guns taken possession of by the prisoners; Plummer had a pistol—a six barrel revolver. After the vessel was taken I saw a wound on the 2d mate's shoulders. [A revolver was exhibited to the prisoner] I should say this was the pistol I saw Plummer have but cannot swear positively to its identity. After leaving the vessel I saw Plummer, Herbert and Stanley in Sydney in about three or four weeks.

At the close of a short recess, the government Attorney stated that their examination of Fifield was concluded.

In regard to the process of cross examination, Mr. Butler claimed in his own behalf and that of his client, that his cross-examination should be last, as his client was more immediately interested than the others, and his cross examination would therefore be more minute.

After discussion, the Court ordered the adoption of the order of the indictment as the order of cross-examination.

Fifield was cross-examined by Mr. Butler. The principal points elicited were that dissatisfaction arose among the crew when six weeks out, at the

badness of the provision and the treatment of the men. Provost was very abusive, and hardly ever called the men by their right names. His further testimony elicited no new facts in regard to the murder. The witness, however, admitted that he swore in Australia that he knew nothing of the affair till Christmas night, and that in saying so he deliberately swore falsely. At the adjournment of the Court the cross-examination was not concluded.

TRIAL OF THE JUNIOR MUTINEERS.

The cross-examinaiion of Fifield was continued yesterday. He testified to the facts of the murder. He was also cross-examined by the counsel for Cartha and Herbert and Stanley, but no new facts were elicited.

Wm. F. Durfee, civil engineer, of this city, swore to the identity of plans of the ship Junior, made by him.

Benjamin Brown, ship carpenter, testified that he cut out a piece of the ceiling of the cabin, in which there were several holes, and behind which he found three balls sunk about three-quarters of an inch in the planking of the ship.

Henry T. Lord was next sworn. Was second officer of the ship Junior; on the evening of the 25th of December I got into my berth about ten o'clock; about half past one o'clock I was waked up by a boarding knife coming into the berth; I did not know what it was, and took hold of it, when it cut my hands; I pushed the curtain back, looked out, and saw two men; a pistol was fired, and a ball struck me in the breast, near the first rib; the pistol was fired by Cartha; the other person was John Hall, otherwise called Wm. Paine; I got out of my berth, and found Smith (the third officer) lying on the floor, with his head lying on his arm; I spoke to him and got no answer; soon after I went to the cabin door, and saw the first officer on the port side, with one side bleeding; I went out into the steerage; then went into the wing of the ship and went out of the after hatch upon deck; saw Plummer there with a hatchet; he tied my hands; heard Plummer say before I went up: Call the boatsteerers on deck; and say that anybody could come up that was not armed; Plummer, Hall and Herbert went forward with me; Herbert had a hatchet in his hand; I was begging for my life; Plummer said he would not hurt me, if I would not turn against him, for he had taken the ship; John Hall was left with me in the forecastle; he had a knife; I staid in the forecastle about twenty hours; Plummer came down there every hour or two; he was armed; there was smoke between decks when I first went on deck; just as I was going on deck, heard Provost say that he had a revolver and he should use it; the persons on deck were all armed; I was in the forecastle about three hours before I was unbound; every night afterwards till the prisoners left the ship, irons were put upon me; afafter I was ironed, Plummer had conversations with me about the whereabouts of Provost, and Plummer said he guessed he had jumped overboard; about five days after I was first ironed, I heard Provost ask Plummer if "Lord was alive," and say that he wanted to see him; says Plummer, "you can speak to him—there he is;" had a conversation with Cartha once on the quarter-deck; said Cartha, "you never'll forgive me for shooting you;" said I, "yes I will," (pretending that I did not know) "I dont know who did it;" said he, "well, you were lucky to get off so well—we can make a good voyage of it now—you and Provost are first officers, and after getting us into port you can sell the ship and each have half;" I told him all I asked was to get ashore safe; heard Herbert say one day that he threw a hatchet at the mate; from the 25th of December up to the 5th of January I did not perform my duties as second officer; I "took the sun" two or three times at the request of Plummer; saw Provost do the same thing; before leaving, Plummer called all hands aft, and said he should give the ship to Provost, provided he would take her into New Zealand, but if he staid about there watching them he (Plummer) would go aboard and kill all hands; he then got the Bible and put Provost under oath that he would go to New Zealand; the crew said they were willing to go; I supposed the oath was for all of us.

The witness then acknowledged his signature, as witness, to the entry in the log book by the murderers, which we have before published, and testified as to the manner in which it was signed by the murderers. The Court then adjourned to this morning. 11/13/58

TRIAL OF THE JUNIOR MUTINEERS.

On Saturday Judge Clifford informed the jury that they would be allowed to attend Church Sunday, in charge of an officer. 11/15/58

The examination of Mr. Lord, was then continued. Had a conversation with Stanley about the parting of the flying jib sheets. He said the sheets did not part, but were cut, and that when I went forward to reef it, a man was standing ready to knock me down, but that I turned round too quick.

Do not remember any further talk with him, but I had a talk with Plummer, he said a plan was laid to take the ship when three weeks out from New Bedford; and when off Fayal he said he had intended to take the ship then, but most of the men who were to assist him were on shore in the boat; at the same time one other of the mutineers, whose name I don't now recollect, talked also of cutting the fore-topgallant-sail sheets; Cartha was present, and several others; this man said that when the sheet was cut and I came forward they were to knock me down, and then go aft and take the ship.

I was in the captain's state room after the mutiny. There was no bed in it and I noticed several holes in the wall and blood on a staunchion at the foot of it. The holes were not far from where the captain's pillow would be likely to lie. Herbert was with me when I saw the blood, and another of the prisoners—which one I cannot say—and Mr. Provost was in the cabin.

[The piece of board containing the outlet holes was then shown to witness who identified it.]

I dug out of the lower hole, two slugs or bullets which I found lodged in the salt, cotton wool, &c., between the walls.

The crew were well fed with pork and beef, and we managed to have something different for dinner about every day,—rice, beans, &c. We did not have many potatoes till we got to Fayal. The meat was not the best nor was it poor; it was good sweet meat; there was no difference in the quality from the time we sailed till the mutiny. [A question was here put as to whether the same food was served in the cabin as in the forecastle. Mr. Butler objected to it and the point was argued at some length. Mr. Andros said he expected by the answer to this and subsequent questions, to disprove the statements which he expected to be put forth by the defence, as a quasi apology for the prisoners' crime.

Mr. Butler said he had heard an officer swear that uniform provisions were served throughout a certain ship, when he was able to prove that the officers dined sumptuously, while 22 men were thrown over the ships side who had died from scurvey, for want of proper food. A modified form of the question was ruled admissable.] The food was the same throughout the vessel. This I know because our meat was taken out of the same cask. The bread was good. Once we opened a barrel, and it did not appear to be good; I took a piece to the captain, and told him it was not good.

I never had any trouble with any of the crew myself, but once heard Provost give Cartha who was at the wheel, an order which he did not reply to; they had some conversation which I did not hear; when I looked round and saw them pitching into each other, about alike; I did not interfere, but Provost finally got the best of Cartha, and struck him several times; he was kept on deck a week after that; after the trouble with the mate, after we left the Western Islands, I had some talk with Cartha, one day at the wheel; I asked him if he would not steer a little straighter as he varied several points each way.

I heard no answer, and I asked him if he could not steer the ship. He said he thought he could. I told him if he could not steer, I would get a man who could. Soon after the course varied, and I got out of humor. I called to another man to take his place at the weather wheel, and told him to take the lee side. He said he guessed he could steer; I asked him if he intended to be master of the ship; he did net move and I started towards him when he jumped over the other side of the wheel. This was all the trouble I had with any of them.

[A book purporting to be the log book of the ship was shown to the witness.] I have seen this book before on the ship Junior. I saw it there last on the 29th of Jan.; it is called the log book.

On his cross-examination, Lord testified to the character of the food. He was treated well after the taking of the ship, but threatened with death in case he and Provost conspired to retake it. He testified that Plummer bore a good character on board the ship. Had been on four whaling voyags.

The *Herald* says:

This trial is progressing slowly—very slowly. The government is obliged, in the nature of the case to go over much ground in the evidence, to prove many facts. The defence must rest mainly upon discrediting the principal witnesses for the prosecution, and upon the alleged bad treatment of the crew. They must, therefore, cross-examine the government witnesses with great particularity, both in regard to the mutiny and murder and the treatment of the crew by the officers. As the counsel of each of the four defendants have the right to cross-examine each witness, the trial moves tardily. But one of the principal witnesses, Fifield, has been disposed of in six days. Three of the counsel are yet to cross-examine Mr. Lord, the second mate, and he will then be re-examined by the government attorney, and re-cross-examined by Mr. Butler, and possibly the other counsel for the defence. The government have several other important witnesses to examine, so that it is apparent that this trial will be protected to a great length. One of the counsel remarked, in a spirit of exaggeration, that the verdict would probably be reached on the anniversary of the murder next Christmas night!

30

11/18 TRIAL OF THE JUNIOR MUTINEERS. 58

On Monday the cross-examination of Henry T. Lord was continued by Messsrs. Adams, Quincy and Pelton:—Herbert shipped as a green hand, and conducted himself well till the time of the mutiny; he was as good a green hand as we had on board; I never saw him struck or punished by any officer on board; I did not see Herbert in the cabin on the night of the murder. I can't recollect hearing Herbert say, "thank God, there is one saved." Provost has told me that Herbert told him he threw the hatchet at him. Plummer and Herbert were down in the forecastle with me, but I don't recollect speaking to the latter.

Stanley was a good hand on board, and was frequently put at the mainmast head look out; he was a good, ready and willing man; I had irons on every night after the occurrence by order of Plummer, and Stanley sometimes put them on and took them off.

Henry Mason was the next witness called. He testified as follows: I was a seaman on board the Junior; about 1 o'clock on the morning of the 26th Dec. I was called from my sleep in the forecastle, by Herbert calling, "Come up, come up, Mason, the ship is taken;" I got up, and he told me the boat's crew had taken the ship; I knew Herbert's voice, and saw him; when I got on deck I met Cartha at the forecastle scuttle; he said, "come on deck, all of you, if you remain below it will go hard with you;" he had a pocket pistol. It was so dark I could not discern a man the length of the ship. I left Cartha there and went aft as far as the try works; there I saw Burns; he spoke to Cartha and told him to call all hands up—if they didn't come he would kill them. Cartha was armed with a pistol, but I saw nothing in Burns' hands. I next went to the waist. I saw Mr. Lord come up the mizen hatch, and saw Stanley there soon after; saw Hall and Plummer there also. Heard Plummer say: "Come here, and I'll bind you like a man." When all the hands were on deck, Plummer said that if we obeyed him we should have the best fare; he said he had taken the ship, and wanted us to obey him the same as we had the officers. Stanley was at the mizen hatch at this time; I saw Duff, Groff, Sampson and others at the time. After Lord was bound, he was sent to the forecastle, and Hall sent to guard him.

Heard Hall say he supposed the mate had set fire to the ship. Plummer and others gave orders to have the fire put out, which was done by about 6 o'clock. The body of the captain was brought up by a rope bent around one ancle, and subsequently around both ancles. I saw wounds on the captain's body which looked as if caused by balls from a gun. They were on his side, about as large as a half dollar. The third mate's body was brought on deck soon after in the same way as the captain's; when the body of the captain was thrown overboard, Plummer said to it, "Go down to hell, and tell the d—l I sent you there." Plummer was armed with a double barreled fowling piece; Cartha had a pistol and a hatchet; I saw Stanley with a double barrelled revolver. I was in the cabin before the bodies were thrown overboard; in the 3d mate's room was the 3d mate, with a boarding knife sharp on both edges. The cabin was cleared up by burning or throwing the rubbish overboard, and then water was drawn and the cabin washed out. The prisoners all dined in the cabin, with others. I did not see the 1st mate after the murder till the morning of the 31st of December. All the whaling gear which would sink was thrown overboard by a general order from Plummer; the poles were burned; I do not know where the whaling guns were; I never saw but three on board. The whaling gear was thrown overboard before noon on the 25th. I first saw Mr. Provost on the 31st in the fore hold. Plummer, Cartha, Stantley, Herbert, and others were standing around the fore-hatch. Herbert, Stanley and Plummer had double-barrelled guns. Cartha had a pistol and hatchet. I was on deck. Plummer told Provost to come on deck and he shouldn't be hurt; he must give up his arms, as he would kill him if he did not surrender; the the mate requested them not to kill him. Plummer told the mate to give up his double barrelled pistol; the mate replied he had none, and he was then allowed to come on deck; he had on a shirt and pair of drawers; Cartha stepped forward towards the mate with his hatchet raised in an attitude of striking; he said "G—d d—m you," but Plummer stepped forward and said "let the man alone, Dick, he has suffered enough already;" the mate was then taken aft by Plummer and another man.

I have heard Herbert say he was in the cabin at the time of the murder; he said that Cartha was armed with a plstol, he (Herbert) with a hatchet, Burns with a boarding-knife, and Plummer and Hall each with a whaling-gun—that they went into the cabin, Plummer first, then Herbert, Hall, Cartha and Burns—found the officers asleep—that Plummer gave a signal, and all fired at once—Plummer at the captain, Hall at the first mate, Cartha at the second mate, and Burns at the third mate; I asked Herbert what he did, and he said he threw a hatchet at the third mate, but did not know whether it hit him or not—that as soon as

31

the captain was fired at he rose up in his berth and said "Oh my God! what's this"—that Plummer replied "it's me," and struck the captain with his hatchet—that they all then fled from the cabin; this was told me by Herbert on deck shortly after the occurrence; Stanley once told me that the plot had been carried on for a long time unbeknown to any save those who were engaged in it; Plummer, who was standing near, said "That's so;" have heard Plummer say "as soon as I shot him, I gave him four or five with the hatchet and soon laid him low;" the prisoners left the ship on the fourth of January: we made land on the third; on that afternoon Plummer called us aft and told us that he had changed his mind—that, instead of destroying the ship, he meant to give her up to the mate, provided he would take her into New Zealand, but if he (Plummer) saw any indication of a disobedience of his orders, he would come aboard and would not leave a man standing on deck, fore or aft; Plummer had the mate and second mate sworn to take the ship into New Zealand; [witness here gave the history of the log-book entry, substantially as before related.]

Witness identified the writing of Herbert and Graff in the log-book, described the blood and ball-holes in the lining of the cabin, and stated the occurrences attending the departure of Plummer and his party from the ship.

The cross-examination occupied the afternoon session. The evidence disclosed that Provost was very abusive, had beat and kicked the men repeatedly. Provost hardly ever called the men by their right names; coupled the nicknames with oaths, &c.; had seen Capt. Mellen interfere to prevent Provost beating Hutchins; Provost threatened to shoot half the men before he got home. The rest of the cross-examination elicited nothing new.

11/17 58

TRIAL OF THE JUNIOR MUTINEERS.

On Tuesday the first witness called was Archibald Mellen, who testified that Capt. Mellen, of the Junior, was his son, and was 27 years old at his death. He was cross-examined as to the attachment of junior to his son's name, and testified as to the signatures shown him.

Charles B. H. Fessenden, Collector of New Bedford, produced the ship's papers and swore to the genuineness of the owner's application, for the register, master's oath, crew list, &c.

David R. Green, of New Bedford, testified to being a part owner in the Junior.

[Mr. Butler contended that there was some informality in the transfer of the ship to its present owners; that by the laws of the United States she forfeited the right to American protection if the transfer was not made in accordance with American laws. The judges had jurisdiction over this case only because the vessel was sailing under American protection. And if it was not rightly under the protection of the American government, they could have no jurisdiction in the matter. The objection was withdrawn for the present.]

Mr. Green continued—I, my son, Robert B. Green, Dennis Wood and Willard Nye, were the owners of the ship Junior on the 21st of July, 1857; the owners are all American citizens; there has been no change in the ownership of the vessel since the 31st of July, 1857, up to this time; I attended to the fitting out of the vessel myself. I purchased the flour and had all the bread baked that was put aboard the ship, with the exception of three casks which the ship had brought home from a previous voyage; saw two of the casks afterwards; they were brought home in the ship and had gone with her again; the ship was fitted out with 235 barrels of beef and pork; 25 barrels were prime mess, and all the rest were Boston mess and Chicago mess, with the exception of 20 barrels which the ship had brought from the Sand wich Islands; this was re-salted on the wharf, and was perfectly sweet; the other provisions were of the usual kind and all good; bread in tight casks will keep three or four years without getting wormy; the casks of bread on the Junior were tightened particularly; pork will sometimes keep five or six years unless the pickle gets out; if the pickle gets out in crossing the equator it almost invariably spoils.

The cross-examination was in regard to the ownership and provisions, but was not materlally different from the direct testimony.

Samuel Howard testified—Was on board the Junior on the 25th of December, 1857; was one of the crew, and in the third mate's watch; was on deck on the evening of the 25th; went below at twelve o'clock; went on deck when Plummer called all hands to come on deck; was awakened by Herbert before Plummer called us on deck; Herbert was standing by the side of my berth, and he told me the ship was taken and all the officers murdered; I asked him who killed them, and he said the most of them had a hand in it; told me I had better lay still, and they would call me if I was wanted; Plummer came into the forecastle, and told us to go on deck; think he had a hatchet in his hand; he told us he was the captain of the vessel, and the better we treated him the better it would be for us; when Plummer came into the forecastle, saw Mason, John "Portuguese," and Wm. Martin in the forecastle; saw Plummer soon after in the waist of the ship; he was armed and giving orders; told me to obey his orders, and it would be well with me; he was armed at that time with a pistol; I was armed for a few minutes afterwards; there was a general order for all to arm themselves; don't know who gave the order; I was armed with a knife a few minutes and remained in the waist until the fire was put out; after the fire was put out I went aft, to the stern of the ship; saw the cook when I went aft; don't recollect of seeing either of the prisoners while I remained aft; first saw the bodies of the Captain and third mate on deck; saw the bodies thrown overboard.

Plummer was standing on the quarter deck at the time; saw wounds on the body of the captain—one in the neck, one in the shoulder, and one in the side; after the body was thrown overboard heard Plummer say, "go down to h—l, you son of a b—h, and tell the devil I sent you there;" I went into the cabin to clean the cabin; before that Cartha came to me while I was drawing water in the waist, and asked me if I would have something to drink; the cabin looked very much burned when I went in, and the ceiling over the Capt's berth was spattered with blood; saw a hole in the side of the ship; heard Plummer say "he had done for the old man"; think he said he shot him first, and then struck him with a hatchet; Plummer said when he shot him, the captain said "my God! who is this?" and he answered, "It is me, G—d d—m you!" think I saw Stanley while I was in the waist, after first coming out of the forecastle; think Stanley was armed; saw Mr. Lord, the second mate, while I was in the waist, near the booby hatch; Stanley, Plummer and Hall were by the hatch at the time. Heard Plummer tell Mr. Lord to come to him and let him bind him; Mr. Lord went from there to the forecastle; think I heard Herbert say he threw a hatchet at the mate; the prisoners left the ship while it was off Australia; they left in two boats; never heard anybody say anything about the death of the captain or third mate in the presence of either of the prisoners; the whaling gear was thrown overboard after the death of the captain; heard Plummer say they were going in the boats to a place called "Hole in the Wall;" said he had been there before, and was acquainted there; next saw the prisoners after they left the boat in the harbor of Sydney; they were prisoners, aboard of a steamship; heard Plummer say at that time something to the effect that he wished he had killed the whole of the crew; after the death of the captain, Plummer, Stanley, Hall and Cartha, lived in the cabin.

On the cross examination he stated that the bread was very bad; it was old; we had it all the time; the meat tasted like a boiled piece of leather; there were a good many colors to it; the men were a good deal dissatisfied about the meat, and talked it over once in a while; we had so little pork sent forward that I could hardly tell how much of our food was pork; we had beans once a week; for breakfast we had dry coffee and wormy bread; for supper we had more coffee and more bread; I had no idea of taking the ship, or that it would be taken till the mutiny occurred; a greater part of the crew came to the conclusion that they would leave the ship when they got into port; when I was called on deck after the murder, I took a harpoon, in obedience to an order to arm myself; I saw Fifield pretty near morning, on the quarter deck, near the companion-way door, as if guarding it, armed with a hatchet.

George R. Arrason testified—Was a seaman on board the Junior; it was my watch on deck on the night of the 25th December; I came on deck at a quarter before twelve o'clock; I took the wheel; Plummer came on deck and told me to keep still, and if I heard anything not to make a noise, or he would shoot me; heard Plummer tell Fifield, if he could trust him, to stand at the companionway door; Fifield said "Yes, I guess you can;" Plummer then told Stanley, if he could trust him, to stand at the mizzen hatch; Stanley replied that he could be trusted; he had a boarding-knife in his hand; Cartha and Herbert then went down the hatch, and Plummer followed; they came up in about half an hour; while they were gone, I heard the report of a gun; after Plummer came up, saw him loading his whaling gun; Burns, Cartha, Stanley, and Herbert were at the mizzen hatch when Plummer came up; Brooks and Sampson came up soon after; saw Mr. Lord come up and heard his conversation with Plummer; was present when Mr. Provost came out of the forecastle; Cartha had said, "Come up here, or I'll shoot you;" I staid at the wheel on the morning of Dec. 26 nearly four hours; I asked permission of Plummer to leave the wheel; he told me to lash it; soon as fire was discovered in the cabin, orders were given to put it out; it was three hours and a half before we could venture to go below; the dead bodies were brought up about half an hour later; when I saw the Captain's body there was nothing on it except a blue flannel overshirt and a red flannel undershirt; they were hauled over his head and hung by his hands; saw the wounds on the body; by Plummer's order I assisted to throw the bodies overboard; I also assisted to clean out the cabin; Plummer ordered the bedding thrown overboard; Cartha was present when the orders were given; first saw the mate in the forecastle a few days after the 26th; I was down there, with another man; I came on deck immediately after the mate; Cartha went up to the mate and struck him on the shoulder with a hatchet, when Plummer said, "Spare his life;" after the transaction of the 25th almost all the crew expected to leave the ship when she got into port.

11/18/58

TRIAL OF THE JUNIOR MUTINEERS.

On Wednesday the examination of George R. Arrazon was resumed—Was forward when the flying jib sheet was cut; don't know who cut it; Stanley was on the lee side; heard Plummer ask Fifield why he didn't knock the second mate overboard when he came forward that night, and Fifield answered that he didn't want to; it was the second mate's watch on deck at the time; the number of the watch was ten; Plummer, Cartha and Stanley had hatchets and knives; Fifield had an axe in his hand; heard Plummer tell Cartha and Stanley to knock the second mate down when he came forward; the second mate sent Fifield up after the top-gallant sheet; he went up and got the sheet and sheeted it home, and made it fast; Plummer told me he would take the ship if he had to take it alone; told him I wanted to have nothing to do about it; came home in the ship Junior.

On the cross-examination witness stated—I was three years on a whaling voyage in the Com. Morris; I returned May 16, 1857; after that I was in the coasting trade; I am of Irish descent; I cannot repeat the words I used in Sydney; I don't know as I testified there the same as I did here; I can't say whether my testimony there was true or false; I did not testify to all the facts at Sydney because Fifield asked me not to; I did hold the door of the companionway on the ship, at the request of Fifield; didn't want to swear myself because I held the door; while I was at the wheel Fifield asked to hold the door while he went to speak to Plummer; I held the door with one hand and kept hold of the wheel with the other; didn't know the ship was to be taken that night; heard no consultation about it that night; the captain had put up a ten dollar gold piece, bounty, for the one who saw the first whale; Plummer said he would be the first to get that; there was first a scheme off Fayal to take the boats and leave the ship; they were sworn to do this on the Bible or a Testament; Plummer, Hall, Fifield, Dick, Hutchins, Cartha, Stanley and myself were sworn to do this on the forehatch; don't know when Herbert came into the agreement; the next agreement after the first fell through, was off Tristan: this agreement was to take the ship; it was to be done by chucking the second mate overboard, and then the other officers were to be taken and bound; Fifield was to knock the second mate down; Prevost was very rough to the men; he never called them by their right names, but generally called them "d—d Irishman," "d—d Mickey," or something of that sort; he once started to strike me, but the captain started down off the deck, and said, "What are you about?" He then told us to go forward, and that was all he said; we used up two casks of poor bread, but part of it was thrown overboard; Nelson growled because we threw it overboard; when we opened the third it was both wormy and sour; the captain told Nelson to head it up and open a new cask; the mate said it was good enough for the men; we used the old bread for scouse; I don't know whether they had such bread in the cabin, but I am sure the captain tasted of the bread in the cask and said it was too bad for us to eat such bread; used to go to the cook and get pork and eat it raw to make out a full meal; all the men aboard the vessel had good feelings towards each other; they had no hard feelings towards the officers until the hard usage and hard fare caused them.

Dennis Wood testified—reside in New Bedford; am one of the owners of the ship Junior. Know of no change in the ownership of that vessel from the 21st of July to the 25th of December, 1857.

Willard Nye testified—Reside in New Bedford, am one of the owners of the ship Junior; David R. Green bought the vessel in New York in 1841, and took a bill of sale in his own name; before the ship sailed he gave bills of sale to Dennis Wood and Willard Nye, who were then of the firm of David R. Green & Co., for one quarter each of the ship; Capt. Cyrus Tinkham bought one sixteenth of her some years ago, which is now owned by Robert B. Green; have always owned the same amount in her since she was bought as now.

Henry Mason recalled—The bread was very bad; we commenced to have it very soon after we left New Bedford; it was so wormy I have seen a cake move without any outward assistance; there were two casks opened, of the wormy bread; the third cask was not wormy, but contained weevils; one cask would last from four to six weeks; the beef was served out in sufficient quantities, but very bad quality; it was not exactly black—very dark brown. The bread was complained of when the third cask was opened; one of the men carried some to the captain, and asked him if that was fit to eat; the captain, answered that he should think not; after that the cask was headed up, and a barrel of new bread was broken out, and we had good bread afterwards. I presume the first two were finished; the first one lasted a month or five weeks; we had fresh beef once at Flores; the crew had some of that once or twice.

Nelson Provost was called and sworn—Mr. Butler objected to the testimony of Mr. Provost, on the ground that he had been preseent in the court-room while a portion of the examination was going on.

Mr. Provost then testified—I sailed in the Junior from New Bedford, as first mate.

Q.—Was there any difficulty after you sailed from New Bedford? and if so, state what the difficulty was between yourself and Cartha when he was at the wheel.

A.—Cartha was at the wheel and I asked him how the ship was heading; he did not answer me

Nov. 19-1858

but gave a smile designed to irritate me; I then called another man to take the wheel; after Cartha left the wheel I took hold of him and undertook to strike him, when he clinched me and held me so I could not strike him except with my elbow; I think we both fell; after that I told him to go to the wheel and gave him a kick at the same time; he then went to the wheel; when Burns was lowering the boat on one occasion, he let it down in a bungling manner, and I took hold of him and shook him, and I believe I said "d—n you, what did you mean," and gave him a shove forward and a kick also; that was all that occurred between myself and Burns that I recollect; I think this occurred previous to the difficulty with Cartha; I think this difficulty occurred about two months and one half after we left New Bedford; in regard to the difficulty between myself and Hutchins, I gave him an order to execute, which, after repeating three times, he did not obey, when I gave him a shove, and he went and executed it; this occurred after the difficulty with Burns and after the difficulty with Cartha; I am not positive, however; it was in the day time when Hutchins and I had the difficulty; there was a slight breeze when Cartha and I had the difficulty; I retired to bed about nine o'clock on the 25th of December; during the night I was awakened by the cry of "fire"; before I had a chance to move, I was struck and knocked senseless; I was struck on my left shoulder and side of my face; I did not know what struck me, although I smelled powder; I was afterwards told by Plummer what struck me; after I came to consciousness I exclaimed, "My God, what's this;" I could see no one; I called for help; I called the steward two or three times; I was standing in the door in the steerage between decks; I called a boy, who came, and I told him to put the fire out in my berth; when I came to consciousness my clothing was on fire about my left shoulder; after telling the boy to put the fire out I stepped forward to the second mate, who was dressing; I told him I was shot and he said he was also, and that Smith, the third mate, was already dead; Mr. Smith was lying near the door of his state-room.

I then went to the captain's stateroom and being barefoot st pped in something which I thought was blood; called the boy to bring the light, and when he had done so I saw the captain lying on his breast; he breathed two or three times and then died; he was covered with blood; when I raised him up his head dropped back; I went to his chest and took out his revolver; it was locked in a case; I sat down on the chest and saw a hatchet lying on the floor; I took the hatchet and pried the case open; the revolver was not loaded; I proceeded to load three of the barrels; I could not put on the caps because my hand was dripping with blood, which came from a wound in my shoulder; I then sent the boy after the second mate, and got out a double barrelled gun and powder horn for the second mate; neither the boy nor the second mate returned; I waited a few moments and then went through the steerage; when I got through I heard the second mate begging for his life; I did not hear either of the prisoners say anything; and I did not know where they were; the sound of the second mate's voice came from the starboard side of the mizzen hatch; I was just at the starboard side of the hatch; I then went back and tried to open the companion way door; could not open it; came forward again to the steerage; the ship was then on fire, the fire being in my stateroom; I told those on deck to bring a light; at the same time begging for my life.

The only persons I heard speaking were Cartha and Plummer; I told them I would navigate the ship if they would spare my life; Plummer said "Come up"; Cartha said, "Hold on till I am ready"; from the place where I stood I could not see on deck; between decks it was dark; I told the men that the ship was on fire, and called on them to put it out; Plummer said, "Yes, you would like to get us down there, would'nt you?" Afterwards Plummer said, "come up here you son of a b—h, and I'll shoot you." I made no reply, but went further forward; some one raised the corner of the main hatch up; heard Plummer say again "come here, and we will give you the length of this; next heard Stanley sing out in the cabin, "its all right; then heard glass breaking; the cabin at this time was full of smoke; afterwards went down into the lower hold. [Wit ess then described the bulkhead in order to show with what distinctness he could hear the prisoners, who were in the third mate's stateroom.] I remained in the hold about two hours; while at the bulkhead I heard some of the crew say, "Plummer, can't we have some of the clothes?" Plummer said, "yes, take all you want."

While in this place Brooks came down; Plummer asked, "is any one there." Brooks said "no." Plummer then jumped down and looked round; I could see them through a large seam in the bulkhead; they remained but a short time; soon after I went amidships; before leaving however, I heard Stanley ask some one where he supposed the first mate was; I also heard them loading guns; during the day that I was in the hold I heard Plummer give an order "to haul him out;" I had no means of noting the lapse of time; before I went on deck I heard Plummer say "If he is there find him;" Marlett soon after discovered me; just after this I saw Plummer, Stanley and Herbert; the last two were armed with a double barrelled fowling piece; they were on deck at the time; Plummer helped me on deck; I told him I wanted ten minutes to make peace with God; Plummer said I should not be hurt.

TRIAL OF THE JUNIOR MUTINEERS.

On Thursday the examination of the mate, Mr. Provost was continued—After the report was given that I was found, Plummer asked Marlett if I was dead or alive; he replied, "Yes, I saw him move;" when I got up into the forehatch, Plummer said, "pass up your pistol;" I looked at my pistol and saw that there were no caps on it, so I passed it up; I got on deck in a few minutes, and they sat me down on the booby hatch; Cartha came up and said: "Oh you coward, I'm going to kill you" and struck me with the flat side of the hatchet, on the shoulder; I cried "Oh dear," when Plummer came up and took Cartha away: they then took me down to the forecastle, gave me something to eat and drink, and put some woolen cloths on my wounds. Cartha came down and said, you have got a piece of gold in your tooth—I want it;" then he said "how would you look without a nose;" brandishing his hatchet about my nose, so that I was obliged to dodge it. I remained in the forecastle nearly half an hour; Cartha and Herbert were there; Mr. Lord was there in irons, and was allowed to speak, at my request. An order was then given, and the cooper took the measure of my wrists. While he was measuring, Cartha said: "make them a little smaller;" the irons put on me were of hoop iron, and one of them was so small I begged them not to put irons on my hands, but were willing they should be put on my feet; Plummer said, "never mind, he can't do much, we'll watch over him;" Plummer afterwards told me that he would not hurt me if I would navigate the ship to the place where he wanted to go. He brought the chart to me, and showed me the place where he wanted to go; it was Cape Howe, an uninhabited portion of Australia; they then brought me the instruments; they said they had got the latitude, but when I made the calculations I found that it was wrong; at dark the irons were put on and I was taken below; the next noon I made a calculation and found they were steering too far to the northward; they would have struck the shoals off the northern part of Australia; I immediately brought up the ship S. W. half S.; the next day Plummer told me he had killed the captain, that Hall shot me, and that Burns killed the third mate; we went into the cabin, and Plummer showed me where he stood when he killed the captain; I asked him why he wanted to kill us; he said he did not think the ship could be taken otherwise; I told him he might have taken the ship without taking life; he said "I should not have been sure of it;" I told him he might have called me on some pretence and bound me easy enough; he said "I might have done that but I think I would have killed the captain anyway." I asked him why? he said "the officers would have been likely to fight for him as long as he was alive." He said he shot the captain with a whaling gun; Burns took the 3d mate and Cartha the 2d mate. He said he gave the word "Fire!" and they did so; he said the first blow he gave the captain was on his neck, and the blood flew and covered him all over; he said he struck him several times, the last blow hitting in the ribs, where the hatchet stuck; he said the captain jumped so quick he thought the gun had missed fire; he said he then left the captain and went on deck, with his gun in his hand, reloading it as he went; he said he could have handled me like a child; when he saw the third mate on the floor he said he thought he was alive and cocked his gun to shoot him, when he found he was dead; Herbert described the arrangement to kill the officers similar to Plummer; I asked him what hand he had in it; he said "I hove a hatchet at you;" Stanley said that Plummer came to him while he was in the deck pot, asked him if he was going to lend a hand, he said "yes," and took a spade and guarded the mizzen hatch; I asked if he knew what was going to take place, and he said he knew all about it; he also told me that twice before they had tried to take the ship, and told about the cuttting of the sheets; he said that he saved several percussion caps for this occasion, and kept them in a bottle; Cartha told me that he had a boarding knife to kill the second mate with, which he shoved into his berth, and by that time he was up and hallooing; he said he had a pocket pistol which he meant to use as a last resort; when he heard me he fired his pistol and ran; he said that Burns had killed the third officer before this; said he "Burns went in ahead of me with a boarding knife, and shoved it into the third mate;" said he, I think the second mate was saved by you not being killed;" I think this was the second day after I came on deck; Plummer and Cartha were both watching over me when I had the conversations; Herbert was watching over me when I talked with him; he had a double-barreled gun in his hands at the time; Plummer told me that there was one man on board who was sworn in to help them take the ship; but who did not, and that he had revenge on him by making him throw the bodies overboard; he told me that he had tried twice before to take the ship, but that he finally concluded to put it off untill Christmas, for he always had luck in his undertakings on Christmas; on the 4th of January I promised Plummer that I would take the ship to New Zealand, and Samuel Howard put me under oath; I saw Herbert write in the log-book, (witnesses identified the log-book, and swore to the circumstances of the entry therein.)

On the cross-examination Provost testified that he first went to sea in 1848, when 18 years old; before that worked in a saw mill and drove a team. [Witness was here closely examined in regard to his family, and seemed very poorly informed in relation to the names or residence of his sisters, hesitating at each answer.] I was married on the 4th of June last, at Nantucket, and left my wife in New Bedford; I have been by the name of Nelson several voyages, and the captain said he should call me so this voyage; I have known Capt. Mellen two years; I was recognized as "Provost" by a man who came on board from Fayal; my name, place of birth and age, was not on the shipping articles of the Junior, because my protection was not handed in from the Custom House. [Witness admitted beating Hutchins, Cartha, Brooks, and a boy, for disobedience to orders.] I know it was against the law to beat a man, but they refused me very flatly; generally treated the crew kindly; used sometimes to call them Arabs and "d—d Mickey's"—never called them "d—d niggers;" all the crew but two men came aft to complain of my striking Hutchins; all the Americans and nearly all the foreigners came aft; the captain was with me and told me to keep back and not say anything; all I said to them was that I could lick the whole of them; the captain said they shouldn't be abused as long as they behaved themselves; I did lick Brooks after that for not cleaning a dog's head when he was ordered; I halloed after the crew to keep discipline; I will not swear that I did not tell the men when at work on deck, "I'll teach you how to complain." [The witness was closely examined in regard to the troubles with the different sailors, in which nothing new was evinced.] There was not a wormy cake of bread served out to the crew; there was some old bread; I said it was good enough for sailors; I meant it was good enough for all the ship's company, including the officers; this bread was served out about twenty-four hours; we had baked bread in the cabin; some one complained to me that the bread was not as good as new; I went and examined the bread, and brought some to the captain and told him it was good bread; he said it was, but as the sailors only had potatoes once in a day, and told me to let them have new bread; knew there was some bread put on board for hogs; none of it was served out to the crew; we served out some meat which was brought from the Sandwich Islands; it was not the best of meat, but was perfectly sweet; the most of the voyage we had good coffee, but part of the time it was rye; the potatoes were stopped about three weeks before the 25th of December; a quarter of beef came aboard at Fayal, and some vegetables; I had a gallon of new rum and some gin; didn't know that I pledged myself not to take any liquors on board, on penalty of forfeiting my wages; didn't notice that pledge on the paper when I signed; I used some of the liquor for medicine, and gave some to some of the crew; I drinked twice on the evening of the twenty-fifth of December, and not more than a wine glass in the whole; Lord, Smith, and I drinked together twice; I gave my boat's crew a vial full of rum which held about a pint; after the murder and after I had come up from the hold, Brooks dressed my wounds and gave me some liquor to strengthen me; Cartha walked aft to me and told me he was going to shoot me; he didn't at that time say anything about my beating him at the wheel; Plummer stepped between Cartha and me, and said I should not be hurt; I believe I should have been killed if Plummer had not interfered; Plummer said, "Mr. Nelson, you may rely on me; you have not misused me, and I will protect you;" Plummer told the men to see I was not hurt; Brooks and Plummer always used me kindly; they invited me to eat in the cabin; I told Plummer "You have saved my life, and I will never do anything to harm you;" I was not sincere when I said it; I meant to have him punished as soon as I could; I was eating with him when I made the promise; don't recollect of asking to have the statement put in the log book; Herbert asked Plummer if the statement was sufficient; he said it was; I meant to deceive them in regard to the oath I took to go to New Zealand; Plummer asked me to run up the flag; I told him I would raise the colors to half mast; he said "No, run them chock up;" I said I would; I gave the order to run the colors up; didn't give orders to salute with the flag; didn't call for cheers, but heard the crew give three ch ers; changed my course as soon as I got out of sight of the men in the boats; the first sail we sighted I hoisted the signal of distress, and she came to our assistance; it was a brig; sent the news to Sydney to go north and south; have commenced to write a book on account of the mutiny on board the ship Junior; I have told the story of my being in the hold at some meetings; don't remember of ever courting any girl in Sydney.

Q. Will you look about the Court room and see if you see any young lady whom you paid attention to in Sydney?

A pleasant looking girl in the gallery met the look of the witness with a sign of recognition.

A. No; recognize a face I have seen in Sydney.

The witness was closely cross-examined upon his difficulties with Cartha, and his general usage of him; Cartha, after I had come on deck, told me there was one thing he wanted me to promise; I asked him what it was; he said that if I sold the ship, that I would give a half or a quarter of it to Mr. Lord; I told him I would, and we shook hands on it.

Nothing new was elicited in a further examination.

When the entry was made in the log book I was very weak, being in a starving condition; the entry was made during a portion of two days; I read it over after Mason had finished writing it; after my arrival in Australia I was examined on different occasions and two or more of the prisoners were

33

present at each examination; Herbert told me he threw a hatchet at me on the night the ship was taken: nothing was said about what the nature of the entry should be which Plummer proposed to put in the log book; Heard Plummer tell Herbert to write the entry in the log book; not one syllable or one line was put in the log book at my suggestion; I endeavored as much as possible to make Plummer think I would stand by him; I did not, however, attempt to make them believe that I thought they had committed no wrong; I did not hear Plummer tell Herbert what to write in the log; I did not swear in Australia that on the night the ship was taken I left the Captain and officers on deck; I did swear, however, that after going into my state room I read a few chapters in my Bible; Herbert's conduct on board ship was uniformly good, and I never had any difficulty with him; he was as good a green hand as could be wished.

I cannot say whether I said at Sydney that Stanley had nothing to do about the mutiny; Stanley was a good seaman; he was sometimes stationed at the look-out; he was a smart and willing hand. Plummer's character was good up to the time the ship was taken; Plummer told me after the mutiny that he had a bottle of powder; I cannot remember that Plummer ever told me he had all kinds of ammunition and arms ready to take the ship; [Mr. Butler here read from the entry which was made in the log, which stated the "said Plummer came out here with pistols and ammunition for the purpose of taking the ship."]

This closed the examination of Mr. Provost.

Joseph Venas—a Portuguese called. Being unable to speak the English language an interpreter was called. A Catholic Bible having been obtained, the interpreter and witness were then sworn and witness testified: I was a boat steerer on board the Junior; there were four boatsteerers in all; Sampson, Plummer, Brooks and myself; we all lodged in the steerage; I retired to my berth on Christmas night, and had been lying down a short time when I heard a noise and firing; it was about one o'clock, I think; after I waked up I remained still about half an hour; the carpenter lodged on the starboard side; when I woke he was in his berth; the watch were all lying down when I woke up, with the exception of Plummer; the first man I saw after waking up was John Hall coming out of the cabin towards the steerage; I I afterwards saw him lift up a hatchet to the steward; I next heard the mate say that the cabin was on fire, and "I have got a pistol in my hand, and if you will spare my life I will come on deck and navigate the ship;" afterwards Plummer called all hands upon deck; I knew it was Plummer by his voice; heard Brooks, Mason and the carpenter called, and then went on deck; I was going up behind them when Cartha ordered me back; five minutes after they called me up to put out the fire; Mr. Lord came on deck after me; I did not see Mr. Provost after I went on deck; I saw Stanley and Cartha after I got on deck; Stanley had a whaling spade; Cartha had a small pistol; there was so much smoke below when I went on deck that I could hardly breathe; the fire burned about an hour and a half before any one was enabled to go below; it was about two hours from the time the fire commenced to the time it was extinguished.

Previous to the adjournment of the Court, Mr. Woodbury announced that the Government's case, so far as the formal proof of the nationality of the ship Junior was concerned, was closed. Mr. Butler will, accordingly, present to the Court, on its opening this morning, the grounds taken by him against the nationality of this vessel.

Nov. 20-1858

TRIAL OF THE JUNIOR MUTINEERS.

On Friday, the examination of Joseph Venas was continued—There was a light in the steerage when I first woke up; the boy took it into the cabin before I went on deck; saw the body of the captain afterwards before the fire was put out; heard Plummer say that he killed the captain; never heard Stanley, Cartha, or Herbert say any thing about the death of Capt. Mellen; never heard Hall say anything about it when either of the prisoners were present; I was born at Fayal and never was naturalized. 11/20/58

According to the notice given at the adjournment of the Court on Thursday evening by the government that they rested their case, so far as the nationality of the vessel was concerned, Mr. Butler made his argument on this point.

Assuming in the first place, that the jurisdiction of this Court must be substantially proved by conclusive evidence, he maintained that the nationality of the vessel had *not* been proved by competent evidence, and as this was not claimed to have been a piratical murder,—the only crime in which the nationality of the victims was not necessary to render the punishment of the offenders competently within the jurisdiction of the United States, that this Court had not jurisdiction over the case.

He contended that the indictment was insufficient, because it failed to allege the nationality of the vessel, and also of the prisoners. He contended that the ship was not within American jurisdiction, because its papers were not according to United States laws, and that it was, therefore, not an American ship according to the signification of the law.

The arguments of Mr. Butler lasted two hours; and we have only given a very brief synopsis of his points.

Mr. Woodbury replied that he had not yet examined all the authorities on this point which he wished, and he would, therefore, prefer not to reply at present. The Court assented to the postponement of his argument, and the next witness for the government was then called.

William Marlett testified—I was born in New York; shipped in the Junior July 21, 1857; the first difficulty I saw on board was between the mate and Burns, when the latter let go the boat-fall too soon; the mate struck him, and said "d—n you, I'll fetch you to it." I saw a difficulty between the mate and Brooks, when Nelson beat Brooks for refusing to clean the dogs' head.

[His description of the mutiny and murder on board was similar to those of the previous witnesses.]

Mr. Butler then cross-examined the witness at considerable length, but nothing now was elicted. This witness swore positively, as did most of the previous ones, against the quality of the beef and bread, which he said was wormy and rotten. He also swore to the good character of Plummer, whom he said the captain esteemed, and the boat's crew loved and respected. When Plummer called out for the mate to come up, he said; "Come up here *or* I will shoot you," not, "Come up here *and* I'll shoot you;" heard the mate take the oath to go to New Zealand with the ship and not disturb the prisoners; heard it distinctiy, and there was no prevarication about it. I was eighteen years old the 12th this month; was promised good treatment when I went aboard the Junior; heard the mate say that the dog aboard the ship was just as good as any of the men forward, and should be treated as well; the dog had better grub than the men did.

I was on deck on the morning when the Captain's body was thrown overboard; saw Fifield assist in throwing the Captain's body and the body of the mate overboard; a grindstone was attached to the neck of the third mate; one could not fail of observing the grindstone in throwing the body overboard; I had no idea for what purpose the ship was taken; from my treatment on board ship I should deem myself perfectly justified in endeavoring to get away.

Mr. Andros replied to Mr. Butler's argument in regard to the nationality of the Junior.

Mr. Woodbury also made a lengthy argument, in order to show that the Junior was an American vessel, owned by Americans—sailed from an American port and under the American flag; and that she could not be de-nationalized by reason of any slight informality in the revenue laws; and furthermore, that in all cases of murder and piracy upon the high seas the United States as well as all other nations, had jurisdiction, and that it had not been shown that the Junior ever sailed under a foreign flag.

Mr. Woodbury had not finished his argument when the Court adjourned.

Nov. 22-1858

TRIAL OF THE JUNIOR MUTINEERS.

On Saturday Mr. Woodbury, U. S. District Attorney, concluded his argument on the nationality of the Junior. He spoke for nearly an hour, making the whole length of his argument about 3¾ hours. 11/22/58

Mr. Lathrop, counsel for Herbert, then made an argument against the nationality of the vessel, claiming that it was not subject to our laws or entitled to our protection unless she complied with certain specified regulations which this vessel had failed to observe.

Mr. Butler briefly reviewed the argument of Mr. Woodbury upon the power and protection of the American flag. In the case of his client the stars of that flag had only reminded him of the firmament under which he had received kindly treatment and protection, which made his treatment on board that ship more horrible; and the stripes but reminded them of the blows they were to receive at the hands of a Canadian Frenchman when his good temper pleased, and the extra labor that would be imposed upon them if they dared to complain of it. Mr. Butler then argued against the indictment on the ground of insufficient allegation in it of the nationality and the ownership of the vessel. The Grand Jury had known the names of the owners of the vessel, but the indictment reads, "owned by a certain person or persons, whose name or names are unknown to the jury." Mr. Butler argued upon technical ground, as the law stands in the case, and he asked the decision of the Court on that ground, saying that he would unite his efforts with the Court to procure a change of the laws if it was found necessary.

Judge Clifford said that the Court would not decide upon the question of the nationality of the vessel, or a sufficient allegation thereof until after further consideration; but as this question only affected one count of the indictment, the case would proceed, whatever the decision of the Court was.

John Enos, sworn.—[The evidence of this witness, who is a Portuguese, was also taken through the medium of an interpreter.] I was a seaman on the whaleship Junior, in the 3d mate's watch; I went below about 9 o'clock on the evening of Dec. 25th; when I woke up I saw Plummer in the forecastle; he said the ship was taken and all the officers killed but the 1st mate and he was stowed away; never heard him say anything about the affair afterwards; saw Plummer, Cartha, Stanley, Herbert and Burns armed, after the mutiny.

Frank Stafford called. (Evidence taken through the interpreter,) was born in Peru. Was on board the ship Junior on the voyage in question; was in the third mate's watch; was below in my berth when Plummer came down after the mutiny, and he said the ship was taken; didn't hear him say much of anything; saw Cartha and Stanley when I went on deck; Stanley was alongside of me by the try-works and Cartha was aft; saw Herbert afterwards on deck; cant say what he had in his hands; Plummer and Cartha came down into the forecastle together after the ship was taken; Cartha didn't say anything to me; didn't see anybody at the mizzen hatch when I went on deck; Cartha and Herbert were afterwards in the after part of the ship, near the mizzen hatch; Plummer, Cartha, Stanley and Herbert were the only ones that carried arms in the ship after the night of the 25th.

Antoine Ludwig was next called, but his testimony elicited nothing new.

Henry Duff testified.—Was steward on board the ship Junior; was on board the fourth day of January when the prisoners left the ship; I was in the cabin and saw some writing done in a large book; Herbert witing; saw Herbert write the name of several of the men, and they came forward and touched the pen; Plummer was the first one and I don't recollect the rest.

Mr. Andros objected to cross-examining the witness on general matters, when he was brought up by the Government simply to swear to the writing signed by the prisoners. He maintained that the prosecuting attorney could not examine the witness on any other points except those developed by the direct examination, unless he brought the witness into Court as his own.

Mr. Butler cited authority to show that he had a right to cross-examine the witness upon any point connected with the affair. He said the right was always conceded to confront a witness, but in the spirit of Mr. Andros' objection, he would only have the right to confront such a part of him as the counsel on the direct examination chose to bring forward. The question was waived for the time, and a further examination of the witness was had.

The Court then adjourned until Monday morning.

Nov. 23-1858

TRIAL OF THE JUNIOR MUTINEERS.

The Jury attended church on Sunday, accompanied by officers. The prisoners show the effects of the exciting trial which is now entering the fourth week, and appear somewhat dejected.

On Monday, Mr. Butler made a brief argument objecting to the admission, by the government, of the log book as evidence, it not being, as he said, voluntary on the part of the signers; being made at the request and under the dictation of Nelson Provost. It was demonstrated, he asserted, by the evidence that the log-book statement was not a true statement of the affair, but simply a paper to clear the men who remained on board at all hazards. 11/23/58

Mr. Pelton, counsel for Cartha, followed Mr. Butler, reading testimony contradicting the entry in the book, and stating that Stanley was not present when it was drawn up.

Mr. Lothrop argued that the statement had never been intended for a confession, but simply to protect some persons on board. A strong inducement had been held out to the prisoners to draw up the entry which was in the log-book, for the doing of which Mr. Provost and others were to take the ship to New Zealand and never trouble them again.

Mr. Andros, for the government, said he could cite a number of instances where admissions had been admitted into cases. He argued that no inducements had been held out to the prisoners to draw up the statement. He thought it was not possible that Mr. Provost and others should offer an inducement to the prisoners to draw up the paper, they (Mr. Provost and others) being at the time totally unarmed and at the mercy of the prisoners. Plummer had said that if after he had left the ship, those remaining on board did not immediately sail for New Zealand he would come on board and exterminate the whole of them.

Some of the crew wished to be protected from the affair that had occurred on board the vessel, and at their suggestion it was written. Plummer and the rest of the prisoners had made all their arrangements for leaving the vessel, had abstracted an oath from Provost and Lord to take the ship to New Zealand, and give them no further trouble, when it was proposed by some of the crew to make a written statement of the affair to protect them. He could not see why or for what reason any inducement could have been held out. It had been talked over among themselves and the entry was drawn up voluntarily by one of the prisoners. A paper made under these circumstances he considered competent evidence.

Mr. Woodbury, for the government followed reading a number of cases where admissions had been introduced into the evidence, and reviewed the testimony that had been introduced into the case in regard to the entry in the log-book.

Mr. Butler replied to the arguments of the government counsel. He said there were two propositions in regard to the disposal of the ship; the first was to sink the ship, and all were to leave her; but changing their minds, the property was saved, and this paper was given to clear the mate and crew, if they would take the ship to New Zea-

land, where they could not be disturbed. Mr. Butler cited many cases where it had been taken and was afterwards found to be false. In this case the confession declared that but five men were engaged in the mutiny; and the government held that this was not so. He held that the American rule was, that evidence should not be admitted if procured by any promise of temporal advantage. Spiritual confessions were different, and came under a different rule.

The examintion of witnesses was then continued:

Henry Lynch testified.—Native of Ireland; was on board the Junior on the 25th of December, 1857; turned in at 9 o'clock on that night, and was waked up by Herbert sometime after midnight; went on deck; didn't see any of the prisoners when I first went on deck; saw Plummer and Stanley in the waist a short time after; saw the prisoners putting out the fire; the fire was extinguished a little before daylight; saw the body of Capt. Mellen first when it was hauled on deck; didn't hear Plummer say anything about the affair before the Captain's body was thrown overboard; Plummer ordered the whaling gear to be got out of the boats, and it was thrown overboard; the ship was heading off shore when the prisoners left the ship.

John Louis called.—Was born in Havre, France; was a seaman on the Junior, in the third mate's watch; on the 25th December, 1857, in the evening at 9 I went below, and turned in and went to sleep; Plummer, Cartha, Stanley and Herbert came down into the forecastle all together, with hatchets and sheath knives, and woke up all the men; Plummer said the ship was taken, and told the men to go on deck. I saw Plummer and Stanley, and Mr. Lord between them, with his hands tied; heard Plummer call for Mr. Nelson to come on deck; didn't hear any reply; heard some of the crew say they were sorry the captain was killed, and that if they had heard Plummer say anything about doing it they would have told the captain; don't recollect who said so. When the body of the Captain was thrown overboard Plummer said "go down to hell and tell the devil I sent you." Plummer took a ten dollar gold piece from the masthead the day after the mutiny, saying that he took a whale the evening before, and the money belonged to him; in the harbor of Port Jackson on board a steamer I heard Plummer say he was sorry he did not kill all hands.

Owen Duffy called.—I was born in Lowell; my first voyage was on board the Junior; on the night of the 25th of December I was asleep in my birth; about 1 o'clock John Hall awoke me; Plummer came down immediately after I was awakened and told all hands that the ship was taken and he wanted them to go on deck; I saw Cartha standing on deck with some kind of a weapon in his hands; I was on deck when the jib sheet was cut; never heard the prisoners say anything in regard to the matter; the morning after the ship was taken I heard Plummer say he fired at the Captain.

The cross-examination confirmed the previous testimony as to the abusiveness of the mate and the poor quality of the bread.

Wm. J. Norton testified—I am a cooper and reside in New Bedford; examined the beef which was put on board the Junior; there were 10 barrels of Sandwich Islands beef on board when the vessel came home from her previous voyage; besides these 10 bbls. there was a large quantity of Boston mess and Chicago mess put on board; the barrels in which the beef was packed were made for that especial purpose, and had an iron hoop on each end; I examined the bread; there were three casks of old bread put on board; it was not considered fit to eat; the rest of the bread was fresh, with the exception of one or two casks, which, although not fresh, was suitable to eat.

On the cross examination he stated that the old bread was marked so that those on board ship would know that it was not fit to serve out; I should say it would be a great outrage to serve out six hundred pounds of such bread.

Mr. Woodbury stated that as at present advised the government knew of no further testimony to offer.

TRIAL OF THE JUNIOR MUTINEERS.

On Tuesday Judge Clifford delivered an opinion on the admissability as evidence of the confession of the murder in the log book, assuming the whole responsibility of the transaction on the Junior on the morning of December 26th, and which bore the signatures of all the prisoners except Stanley. After an opinion, which lasted about an hour in its delivery, he ruled the confession admissable as evidence.

Mr. Quincy, in behalf of Stanley, then asked of the Court that the statement in the log-book written by the hand of Mason, at the dictation of Provost, be admitted for the purpose of contradicting the testimony of the latter, who said he thought Stanley was implicated therein, while his name, really, did not occur in it, nor any allusion to it.

Mr. Andros believed that as Provost did not testify positive on this point, the statement should not be admitted.

Mr. Butler opposed its admission as it contained merely hearsay statements and much that should not be admitted as testimony.

The Court, after argument, admitted the paper for the purpose claimed.

The opening for the defense being called for, Mr. Heard rose, and stated that at this point he had a question of variance now to present. His point was, that the indictment charged the murder of "Archibald Mellen," while the evidence showed the death of Archibald Mellen, *Jr.*, or the younger of that name.

To sustain this point Mr. Heard cited various authorities and argued thereon at length.

Mr. Butler also argued to the same end, but Judge Sprague gave the opinion of the Court to the effect, that under the circumstances, the name was set forth with sufficient accuracy and the objection was overruled.

The Court and counsel then arranged the order in which the defense should be proceeded with, and Mr. Woodbury extended to Mr. Butler and Mr. Prince the courtesy of the privilege to recall two of the government witnesses. 11/24/58

FOR THE DEFENCE.

Henry Duff testified.—Was steward of the Junior; would know as to what the food of the ship was, and how it was cooked; know what sort of bread and food is usually served out to the crews of sailing vessels, and should say that the bread served out to the crew on leaving New Bedford was new and good; this lasted about three weeks, when another cask was got out, which was both wormy and full of wevils, and was old; two casks would last about two months; this bread was not used in the cabin, by any means, but they had fresh bread, baked every day; I often told the captain that the men were growling about their grub.

Shortly after leaving New Bedford, the quality of the meat served out changed very materially, and was not fit for anybody to eat; it was short, and smelt very badly; it was so soft that it would not hold together to boil; I noticed the smell as the meat was boiling in the coppers, and spoke to the cook, saying that it smelt dreadfully; he replied that it did, and that he was sick and tired of cooking such meat as that; the same meat was put upon the cabin table, but was never eaten there, because it was not fit to eat; one time the captain took up a piece and told me never to put such meat again on his table; a new cask was then broached into the cabin; a cask of this stinking meat would last the crew sometime, because they could not eat it; in the cabin they had other food, such as pies, fresh bread, American beef, and puddings in plenty; no hams were broached in the cabin, and but about fifteen pounds of fresh meat was brought from New Bedford.

At Fayal a quarter of fresh beef was brought on board, and a boat steerer got a few fowls; the bad beef lasted until the 25th of December; the pork on board was good, and was served to the men twice a week; the men also had duff twice a week, rice once, beans and fish once, and potatoes as long as they lasted; on other days the meat was the beef alluded to; the beans furnished were old and mouldy, and after being boiled were hard as stone; this was the first half barrel; after they were gone a good cask was opened; I told the captain of the complaints of the crew, and he said they would get no better; I made no more complaint, but told the crew they must make their own complaints; once heard the mate say the food was good enough for the crew; in my twelve years of sea going, I should say the beef and bread were out of reason, and not fit for any man to work upon; there was plenty of good food on board.

During the voyage the mate beat Cartha and Brooks, and the men, for coming aft in a body to complain of ill treatment, were "worked up" for it the next day. The night before the men left the ship, the mate and the prisoners and some others below enjoying drinks and so forth. The first mate was jolly and jovial at the time, drinking the men's health and singing songs. His songs and jests were not of a moral tendency, and he wanted "Dick Turpin" sung. In the morning when the men left, all was pleasant and agreeable, and all hands cheered the boats as they left the ship. In Sydney the mate offered me money not to tell about his whipping Cartha, or about his taking some of the ship's tobacco to a schooner. He gave me half a sovereign not to say anything about it.

The cross-examination of this witness showed no new point except that he could not say that the tobacco sold was not the private property of the mate, or that if it was the ship's property, the proceeds were not applied to the ship's use. The half sovereign given me was given me by the mate to keep me silent about the flogging and tobacco business, and not as "go ashore money."

This was the only witness Mr. Butler proposed to call.

Mr. Prince, counsel for Stanley, called.

Henry T. Lord, second mate of the Junior—Remember on the occasion that my boat went out to shoot grampusses, Mr. Nelson was with me; he had the gun, and I steered the boat; the gun was fired once in my boat and then reloaded; Mr. Nelson kept his caps himself, and I never had any; don't know where he kept his caps, but suppose they were kept in his pocket.

The Government did not offer any rebutting testimony, and the Court announced that the evidence in the case, on both sides, was all in.

In answer to an inquiry of the Court, Mr. Butler stated that by an arrangement among the defendants' counsel, the pleas would be offered first in behalf of Cartha, then for Herbert, then for Stanley, and lastly in behalf of Plummer.

F. F. Heard, then addressed the jury in behalf of the prisoner first named, confining his remarks to explanatory statements of the law to be applied to the case, and fortifying his position with citations from standard or recognized reports in the law books.

Mr. F. W. Pelton, the associate of Mr. Heard, followed in an argument setting forth in the first place that, whether lawful or unlawful, they would admit that Cartha was a party to the taking the ship Junior; that if Capt. Mellen's death was incidental to the taking of the ship, and the taking of ship was an unlawful act, then Cartha was responsible for homicide; that if the killing of Capt. Mellen were not incidental to the taking of the snip, that is to say, if Cartha was in the conspiracy, and Capt. Mellen was killed, not as a necessary part of the taking of the ship; then whether the taking of the ship were lawful or unlawful, justifiable or unjustibable, Cartha would not be responsible for that homicide.

Mr. Pelton had not concluded his argument when the Court adjourned.

11/26/58

TRIAL OF THE JUNIOR MUTINEERS.

Wednesday Mr. Pelton concluded his address to the jury in behalf of Cartha. He remarked upon the danger of receiving confessions precisely as made, without modification by surrounding circumstances. He endeavored to discredit the testimony of Fifield, Arrason and Provost.

In his statements to the jury, he was several times corrected by Mr. Woodbury, when he withdrew the portions objected to, apologizing, in each case, for his error, by saying that he had acquired incorrect impressions from the newspaper reports!

Mr. Pelton argued justification for the prisoners, in taking the ship, on account of ill treatment, and poor provisions, and upon this branch of his argument he concluded.

Mr. J. Q. Adams, junior counsel for Herbert, followed. He said that the ground of defence in this case, whatever it was, must be extorted, as it were, from the Government witnesses. It was almost impossible to say to what extent the conspiracy went previous to the 25th of December, but after that time many became involved who were not so before. Of this latter class, Herbert was one, in the opinion of Mr. Adams, who, after some brief comments upon the facts tending to show that, stated the principles of law concerning murder. The case of the defence was to deny, so far as Herbert was concerned, the "aiding and abetting" and the "felonious intent" necessary to sustain the charge. In this light the evidence was commented upon at some length. In regard to the confession, he held that Herbert wrote and signed it simply as the hand-piece of Plummer, who dictated the whole; and he held that it was in many respects false, and not to be received against Herbert in evidence. The government's theory involved the necessity of a person becoming in a moment, without provocatiou or temporary hot blood, capable of the crime of murder. In conclusion, Mr. Adams made a forcible presentation of the consequences involved in a verdict of guilt or innocence.

Mr. Lothrop closed for defence of Herbert. He said one difficulty under which he labored was his inability to gain access to the dispositions of testimony in Australia; and he did not consider that the Government was pursuing a perfectly just course in taking advantage of a formal objection to prevent the defence from putting in those depositions. Other difficulties, arising from the marine peculiarities of the case, were spoken of. The general statement of defence was that, upon the whole facts, the prisoners could not be found guilty, beyond a reasonable doubt. And separating the evidence as to the different prisoners, it would appear that Herbert was one of the least implicated. He held that Herbert was not, taking the facts shown, involved as one of the conspirators. In regard to the confession, he presented the same ground of defence as had been foreshadowed by Mr. Adams. He considered that the con-

135

fession was subscribed to in a spirit of mere boyish braggadoico, at a time when all concerned were boasting of the part they had taken. And furthermore, if the confession was to be received, the government's case upon the indictment would fail. Mr. Lothrop finished his long and able plea by an appeal for calm and impartial judgement.

Mr. S. M. Quincy, junior counsel for Stanley, opened in his behalf. His argument was, that the contradictory testimony of Arrason and Fifield, and the extraordinary evidence given by Provost, was entirely unreliable; and he analyzed the evidence briefly in that view. This evidence, he held, was the only evidence implicating Stanley.

Mr. J. H. Prince, senior counsel for Stanley, commenced, but did not finish his plea, before the adjournment of the court. The court adjourned to nine o'clock Friday morning.

Nov. 27-1858

TRIAL OF THE JUNIOR MUTINEERS. 58

On Friday Mr. Prince continued his argument in favor of his client, Stanley, arguing that the only evidence against him was furnished by the witnesses Fifield and Arison, both of whom admitted their perjury in the Australian court, and whose testimony clashed in various important respects, and whose evidence was therefore not to be credited. His argument was close and logical, and he closed with a powerful appeal to the jury to free his young client from the peril which now surrounds him.

Mr. C. P. Chandler, junior counsel for Plummer, then, in a very few words, stated that the defense of this prisoner was that his offense was by no means a murder, and only at the most a man slaughter.

B. F. Butler, Esq., then commenced his plea for Plummer, and in commencing stated that the jury would observe that the counsel for the other prisoners had endeavored to shield their clients by throwing the whole blame upon Plummer. This was the fact, he said, but in doing it he would not impute any improper motive to his learned associates, for they were doubtless urged by a feeling of self-preservation. He, however, had sedulously refrained from any reflections or recriminations, for his client had requested him not to do so, but he only now wanted to present the facts of the case in their true light. He then proceeded to speak of the gross ill-treatment and barbarity extended towards the crew of the Junior, and while he would by no means justify murder on this ground nor endeavor to free his client from any and all punishment, but he strongly contended that the phrenzy which impelled the deed was only too well to be expected after the horrible treatment they had lived under, and that if a long term of imprisonment on the part of his client might be needed to satisfy the offended majesty of the law, surely under the circumstances, his life was not to be held to answer. The circumstances of the deed were then reviewed at great length, and Mr. Butler argued that the whole testimony showed that the idea of the conspirators was merely to get an opportunity to leave the ship, and by no means to commit any murder. No malice, no forethought of the dreadful deed was at all shown against Plummer or either of the other prisoners, and from this the learned advocate founded an elaborate argument to support the theory that the homicide was but a manslaughter and no murder. He would pretend to say that the deed was justifiable in law, because the force used was disproportionate to the danger in which the prisoners stood, but manslaughter, was a homicide neither excusible or justifiable, but still done without malice. Plummer had no spite or ill will towards the captain, except that resentment justified by the captain's treatment, and as is stated in the evidence of Provost, the worst in the case, his only idea to free himself from the ship, and to do so only used such force and means as in his mind was necessary to the accomplishment of his purpose. It was no malice to the captain that impelled Plummer to kill him, but only his deep conviction that his death was necessary to the success of the plan, was necessary to preserve the lives of the crew, or at least to preserve their health, which was mortally endangered by the dreadful diet to which they were subjected. Mr. Butler then read from the books to show how small a provocation will change a homicide from murder to a manslaughter, the small insult, the blow on the cheek, the jostle from the wall—all will suffice, and he contended the treatment the Junior were received was a provocation very much more than any those which the text books admitted. On this point he dwelt at length. If however, continued Mr. Butler, it is urged that manslaughter, from the nature of the case, cannot be done with premeditation and forethought, he would take it upon himself to distinctly deny it. If a man or his friend is illegally arrested or imprisoned by another party or an officer, or to free himself or his friend schemes, thinks over, and delibreates a plan of escape which, in its carrying out, involves the taking of human life, the illegal arrest or detention introduces the saving element, and makes the homicide manslaughter and not murder. To sustain this view, Mr. Butler cited a number of English cases, and the cases of the United States against Traverse, for the murder of a marine named McKim, the case of this Commonwealth against any and various others, as directly bearing upon and sustaining this view of the law. If, then, he could convince the jury, from the facts in the case, that the prisoners were illegally detained or treated while on board the Junior, Mr. Butler contended that he had shown law enough to reduce the homicide from a murder to a manslaughter.

Mr. Butler continued his views and citations of law as to what was manslaughter and what was murder, adding to his former remarks the statement that the voyage of the ship was illegal; that the men were illegally shipped and therefore unlawfully detained, and that therefore the foundation of his plea for manslaughter was laid down. He apologized for dwelling so long upon the law in this case, but had done so as the jury was to judge of both law and fact, and therefore should have it fully and clearly stated. He then proceeded to speak of Plummer's action after the night of the homicide, contending that a man who would act so humanely after becoming in full possession of power, could never have been the bloodthirsty villain the government is endeavoring to make him out.

Mr. Butler then presented to the jury a highly wrought picture of the treatment of the prisoners on board the ship, working up their situations into a picture in which human beings would be ready and willing for almost anything, and then most earnestly, powerfully and eloquently appealed to the jury for the life of his client, pleading in his close with a feeling and beauty of language which evidently was not without its effect. He concluded his remarks at a quarter of six o'clock, having spoken somewhat over five hours. At the close he was applauded for a moment by many of the spectators whom the eloquence of the advocate had caused for a moment to forget the proprieties of the place.

The Court adjourned to this morning, when the final argument will be made for the government by Mr. Woodbury. He will probably consume much of the day. It is possible that the jury will get the case to-day.

Nov. 29-1858

TRIAL OF THE JUNIOR MUTINEERS.

On Saturday, at the opening of the Court, the U. S. District Attorney, Charles L. Woodbury, Esq., commenced his closing argument for the government. He first stated as points of argument that Capt. Archibald Mellen was murdered on the whaleship Junior; and that the offence was committed within the jurisdiction of the United States, inasmuch as the Junior was owned by American citizens, and as Capt. Mellen was an American; and that the United States had provided laws for the punishment of such murder.

Mr. Butler here said that he admitted the jurisdiction of the United States over the case, and Judge Clifford said that in charging the jury he should instruct them that the Junior was an American vessel. 11/29/58

Mr. Woodbury then argued the point of the failure of the vessel to procure a proper register, and said the counsel for the defence had claimed that on account of the omission of the owners to take out a single paper, the vessel was out of the protection of our government, and that no restraint of the men was legal, but that under the American flag on that ship could be committed a whole catalogue and a whole decalogue of crimes. He then reviewed the testimony of the owners and others relating to the ownership of the vessel and the nature of its papers.

Having established the jurisdiction, he briefly recounted the points of the testimony relating to the voyage of the vessel, up to the time of the murder, when the vessel was off the coast of New Zealand; and he then detailed more specifically the details of the conspiracy in its incipient stages. The original conspirators were obliged to deviate from the plan first formed, finding it incomplete, and it was then proposed that one boat's crew of four or five men should carry out this nefarious plot in the watches of the night, when it would be impossible to arouse the crew for defence, and they proceeded with their plot with more cunning than love for the right.

But it was necessary to have some able seamen, some person experienced in the technicalities of life on shipboard, and it is in evidence that Herbert and Cartha had never been to sea before, but that Plummer had been several voyages, and was an experienced, capable sailor, and that Stanley, also had been to sea before. The project was delayed several months, not given up, but delayed merely for a favorable moment to strike. The moment came. On Christmas night the officers had met together and taken a friendly glass of spirits in honor of the day.

Plummer came on deck, and gathering his watch about him, gave them a moiety of the spirits he had received—for it was in evidence that he had received two bottles of liquor—and the remainder had probably been drank by Plummer with his companions in the steerage, while perfecting their plot of blood. He rehearsed the incidents of the night before the deed was done, the consultations, the preparations, the mutual assurances of faithfulness and confidence, the interview with Fifield, &c., &c., all of which have been detailed in the evidence.

He continued it by giving an outline of the horrible occurrence in the cabin; telling how the men crept cat-like into the cabin, where four officers lay wrapt in slumber, dreaming perhaps of their homes and their friends, and scenes which had transpired far away on that happy Christmas festival night; how the deed was perpetrated, and the blood of their officers spilled on the floor by the blood thirsty conspirators whose courage failed as soon as they had fired, and how they all fled from fear.

The relative vindictiveness of each of the mutineers was discussed, showing a lack of full vindictiveness in some; a completeness of murderous intent in others. Then after the incidents of the murder were taken up—all tending to nail more effectually the guilt upon the accused, who forced innocent men to bear arms in defence of a usurping squad of conspirators.

This proof of the force used to compel the others of the crew to take part in the after-proceedings of the mutiny is argument enough against the assertion that a portion of the government witnesses were participants in the mutiny. Then the chief conspirators were heavily armed, and soon deprived the rest of their weapons.

The confessions and admissions of culpability and criminality on the part of the prisoners was next spoken of as proof direct against them.

Before going into the evidence he wished to call attention to the line of defence used by the prisoners. They had two grounds for defence, viz., justification in law, and justification in fact.

That set up by Mr. Butler, counsel for Plummer was justification, or extenuation in law. The cases cited, however, were not parallel to this. They all possessed the elements of sudden affray and the defendants in each case acted on present, sudden impulse. The learned attorney commented on these cases and this point of Mr. Butler's argument at length.

At the afternoon session, Mr. Woodbury continued his argument. He showed the fallacy of the defence that the crew, if oppressed, had no other way to relieve themselves than to revolt. They might have gone to the consul at Fayal, or they might have refused duty till the officers gave them redress. They had no right, except upon the greatest present danger, to revolt. Authorities were quoted on this point.

The next point treated of was the value of Provost's testimony, and of that of the accomplices, Fifield and Arrason. All of these witnesses, he held, were entirely credible.

Concerning the bad bread, according to his calculations, based upon a careful review of the whole evidence, only about a cask and a half of bad was used, which would not last at the fartherest more than one month; and that at least six weeks before the murder no bad bread was served. Of the beef, he remarked that there was no doubt that a few barrels of beef had been brought from the Sandwich Islands, and was tough and dark. But by the evidence of Mr. Lord, it was all sweet, although it may have been what the sailors call "salt horse."

Mr. Woodbury remarked that the distribution of potatoes on board the Junior was more than usually generous consistently with economy required by sea life. Turning to Herbert's case he argued that although the accused was not present at the murder, he was aiding and abetting elsewhere, and his own confessions, made in the capacity of the strutting secretary of a piratical captain, settled his guilt. In regard to Duff's testimony, he considered it unreliable from the known fact that Duff was an imaginative man, who, in making sweeping assertions often made sweeping mistakes.

Mr. Woodbury had not concluded at six o'clock, when the Court adjourned to Monday morning.

Nov. 30 - 1858

TRIAL OF THE JUNIOR MUTINEERS.

On Monday, at the opening of the Court, Mr. Woodbury continued his argument, occupying, in finishing, over three hours, making the entire time of its delivery 10 hours and 40 minutes. He reviewed the evidence as applying to and plainly criminating each of the prisoners, individually, following the line of review of the evidence which he was proceeding with at the adjournment Saturday night, by taking up the facts relating to Stanley, Cartha and Plummer.

He dwelt at considerable length on the evidence relating to Plummer, clearly convicting him of an offence for which there was not the least palliation nor the slightest shadow of excuse. His wrongs might have been redressed by recourse to the power of the Consul at any port, but the intensity of his crime's enormity is shown in the malignant malice with which he uttered his profane expressions when he was consigning the captain's body to the deep, and with which he expressed his gratification at the perpetration of his horrid crime.

He then spoke very pathetically of the deceased captain and mate, who had been hurled into eternity without a moment in which to repent of the crimes which are common to all of us.

He closed by an eloquent appeal to the jury that they would defend the rights of our citizens when on the high seas, by punishing their murderers. The whale fishery was the glory of Massachusetts, and he urged the jury not to strip from the few in whom authority is vested, the protection which the law should afford, nor spread around them a net of threatening conspiracies, mutinies and murders.

11/30/58

At 10 minutes past 12 o'clock Judge Clifford commenced his charge to the jury. In commencing he said their duty had already been an onerous one, but the most responsible part of it had yet to come. The greater the responsibility, the greater should be their vigilance. All matters of fact were to be especially their province, and in regard to them they could have no aid from the Court. But while they were to weigh the evidence, and determine what it was, they were to receive the construction and definition of the law from the Court; as two of his predecessors had decided that the jurors were not to become the judges of law as well as fact, and he and his associate concurred in this opinion.

Their first duty would be to consider the nature of the accusation, as contained in the indictment. He then recapitulated the charges contained in the various counts of the indictment, all of these charged Plummer with committing the offence, and the other prisoners with aiding and abetting, and in the indictment the Grand Jury find that the District of Massachusetts was the one into which the prisoners were first brought, which gives validity to their trial under the act of 1854, and renders the jurisdiction of this Court complete, when it is shown that the owners were American citizens, as has been sworn by the owners.

Two objections had been raised to the validity of the allegations that the ship Junior was an American vessel; the first was a doubt as to whether the evidence would warrant the jurors in finding the Junior to be an American vessel, and the second was a claim that a variance existed in the proof in respect to the closing paragraph of the allegation, and that it is not true that the owners were to the jurors unknown.

The jury were instructed that the last objection had no weight. After considering the evidence bearing on the first objection, the jury were instructed: if they found that the ship was not an American vessel, or that it was not owned by Americans, they must find the prisoners not guilty on the fifth count.

If they found the vessel to be an American one, and owned by American citizens, they were to proceed in the consideration of the evidence as relating to the offence charged. Plummer was charged with being a principal in the first degree, and the other prisoners with being principals in the second degree. The learned justice here proceeded to define the nature of these terms.—what constituted principalship in the first degree, and that in the 2d degree.

Homicide is of various degrees, embracing every description of killing, and the Chief Justice then proceeded to consider and define the two degrees of criminal homicide, known as murder and manslaughter. Congress has not prescribed what shall constitute these, and therefore we must refer to the common law of the States as it existed before the establishment of the judiciary in the United States. According to this common law, he described the difference between murder and manslaughter, showing the relation which malice, sudden provocation, or misadventure, had to each.

The jury could find the prisoners all guilty, or all not guilty, or guilty as to a part, and not guilty as to a part, of murder, or if the rules of the law would warrant it, of manslaughter. Each of the prisoners was entitled to a separate verdict of guilty or not guilty, as to each count.

They must bear in mind that confessions, though legal evidence against the person confessing, was not evidence against any other person, unless he were present at the time of the confession, and in some way assented.

In entering upon the evidence he said the burden of proof was on government, and the prisoners were to be presumed innocent until proved guilty.

The facts in the testimony of Fifield were then reviewed. The argument that this witness was an accomplice, and therefore not to be credited, was then considered by the Court, and it was held that such testimony is admissible. Judges, however, are accustomed to advise juries, and it has become now the settled practice of courts to instruct a jury that the testimony of a confessed accomplice is not to be taken as truth except it be corroborated, and also that the testimony of one accomplice cannot be corroborated by the evidence of another.

Therefore in this case the testimony of Fifield is not to be credited on account of the corroboration of Arison, (if the jury find them both accomplices.) but if from other sources their evidence in any material points is confirmed by other testimony not given by any one concerned in the deed, then the jury may consider how far this corroboration on material points confirms their story as a whole.

His Honor then reviewed the testimony of nearly all the remaining witnesses in the case and the jury were then instructed to take into consideration the confessions of Plummer, both oral and written. The jury were to consider the nature of the confession, whether there could be any mistake in the testimony in regard to it. When a witness was mistaken in a material fact, still, if the jury thought it right and reasonable to do so, they had a right to believe his testimony.

The special grounds of defence were next considered. First, as to Plummer, it was alleged that there were extenuating circumstances. As to these the jury were to judge. As to the argument that by reason of illegality in the shipping papers, the voyage was illegal, and therefore the crew had no right to desert, the Court could see no facts upon which to base the instructions desired by the counsel for Plummer. In Cartha's case, if there was a reasonable doubt that he was giving aid and comfort to the murder, and was cognizant of the preparatory arrangements, then he was to be acquitted. The same remark was applied to Herbert's case. Stanley was considered to stand in a little different position, inasmuch as his name does not appear in the confessions made by the others. If the evidence was believed by the jury to exculpate him from guilty knowledge, he must be acquitted.

With a closing injunction to the jury, as to the solemnity of their duties, and the necessity for the exercise of care and deliberation, having in view the ends of strict and impartial justice, Judge Clifford concluded his charge.

The charge occupied 2½ hours in delivery, and at three o'clock the case was given to the jury. The Prisoners were then remanded, and the Court adjourned to six o'clock.

At 6½ o'clock, the jury came in for instructions, proposing to the Court three questions: First, can the jury bring in a verdict of manslaughter under the indictment? to which Judge Clifford replied that they could.

He was however unable to see how it could be reduced in view of the testimony, from murder to manslaughter. Second, can the jury bring in a verdict of murder against others? To which the Court replied that they could. Third, can the jury agree upon a verdict against certain defendants, and disagree in the case of others? To which the Court replied in the affirmative. The jury then retired to further deliberations, and the Court adjourned to this morning at 9 o'clock.

VERDICT.

A telegraphic despatch states that the Jury have returned a verdict of guilty of murder against Plummer, and of manslaughter against the others.

Dec. 1 - 1858

CONCLUSION OF THE JUNIOR TRIAL.

Motion for a new trial in Plummer's case.

At 9 o'clock Tuesday morning the Court came in, and the room was at once crowded with spectators. The jury came in, when the Clerk asked if they had agreed on a verdict? Mr. Chisholm, the foreman, answered, "Yes, Sir."

12/1/58

The Clerk—"Who shall speak for you?" and the jury replied "The foreman.

The prisoners, commencing with Plummer, were then ordered to stand up, with their right hands upraised, and the customary question was asked as to whether they agreed on a verdict in the case of each prisoner, and they answered in the affirmative:—CYRUS W. PLUMMER was found GUILTY OF MURDER; and WILLIAM H. CARTHA, WILLIAM HERBERT, and CHARLES H. STANLEY, GUILTY OF MANSLAUGHTER.

Plummer received the announcement of the verdict calmly, but with a sad expression upon his countenance; Cartha manifested extreme indifference; while Herbert and Stanley smiled upon the announcement of the verdict.

Judge Clifford announced that he should try one more case this term, but said he deemed it advisable to excuse the jury for the term, and they were accordingly dismissed.

The prisoners were then remanded to jail, after conferring with their counsel.

Mr. Butler then gave notice that he should move that the verdict be set aside, and that a new trial be granted on the ground that the jury had found some palliation of the offence in the case of the others, and that they must have mistaken in relation to the law of degree of offence, as Plummer's offence was in reality precisely similar to theirs, and for other reasons.

The Court said all the grounds of this motion must be defended at once, and read the rules of the Court, that motions for a new trial or arrest of judgment must be made in writing with reasons assigned, within two days after the verdict is rendered, when the Court would place them on file, and they would be argued when in order.

The Court then proceeded with the next case.

37

JULY 7-1859

THURSDAY EVENING, JULY 7, 1859.

☞ The circulation of this Paper far exceeds that of any other, in this part of the State.

PLUMMER'S SENTENCE COMMUTED.

It is announced that the President has commuted the sentence of Plummer from death to imprisonment for life. The friends of Plummer arrived in Washington on Saturday, and on Monday the whole subject was considered in Cabinet Council, and after a thorough examination the President decided as above. The petitions sent to him from New England contained 21,146 names. The cards of invitation to witness the execution had already been issued by Marshal Freeman, and several had been received by individuals in this city. These will probably be preserved as a curiosity. It is not often that the event for which such invitations are issued fails to transpire.

The argument upon the petition for setting aside the judgment of the Court, was resumed by District Attorney Woodbury, yesterday morning. At the close of the argument, the Court took a recess and came together again at half-past 3 o'clock P. M., when Judge Clifford gave the opinion of the Court. The decision occupied nearly two hours and carefully reviewed each of the errors assigned. None of the errors were sustained.

A special messenger from Washington arrived in Boston yesterday afternoon, and in company with him, Rev. Dr. Lothrop and several other gentlemen, Marshal Freeman proceeded to the Jail and there read the document to Plummer, who, of course, expressed the highest satisfaction. Plummer stated that he had made up his mind to die—as he expressed it—to die like a man. It was understood that sometime during the forenoon Plummer received an intimation of what had taken place at Washington, and therefore he was not wholly unprepared for the announcement made by Marshal Freeman. After the interview at the Jail Marshal Freeman proceeded to officially notify Justice Sprague and Clifford of the commutation of Plummer's sentence. It provides that Plummer shall be sentenced for life in the State Prison at Charlestown, where he will be taken in a few days.

Shortly after the termination of the interview between Marshal Freeman and Plummer the latter penned the following :—

CARD.—I desire to express my thanks to all the friends and editors of public journals who have been active in my behalf—to all the signers of petitions in my favor—to many friends at Washington—to the members of the Cabinet, and especially to the President of the United States, for the change which has been made in my sentence, and to assure them that my future conduct shall show that interest has not been felt or mercy shown to a bad or unworthy man.

(Signed) C. W. PLUMMER.

The *Bee* says the contents of the document are in substance, that the sentence is changed from death to imprisonment for life, in deference to the 20,000 and more petitioners who have asked for the clemency. Emphasis is also given upon Plummer's efforts in saving the lives of the first and second mates. The President very properly regards this as a strong redeeming act, and one which has, in no little degree, changed his mind. The remainder of the document is mainly of a technical character, giving directions as to carrying out the commutation and imprisonment.

For our part we entirely approve the action of the President, and we do not believe there is an individual in the city who will not agree with us. Nothing can be more unfair or unfounded than the imputations which the Boston press have constantly thrown out against our own press and the people of this city, of thirsting for Plummer's blood. We have believed, we still believe, and all our citizens believe, that Plummer was guilty of the crimes laid to his charge.

What we have resisted, to the best of our ability, has been the attempt to shift the criminality upon innocent persons, and to make the world believe that he was a simple, innocent, noble-souled, but misguided person. We have seen nothing in all the statements that have been made, to shake in the slightest degree our conviction of his guilt, and the action of the President shows that he too does not believe in Plummer's innocence, but has humanely yielded to the sentiment of a large number of people, of whom probably very few were acquainted with the facts of the case, and who we doubt not, signed the petitions presented them, more from their opposition to capital punishment, than from any other cause. We rejoice, as we said before, that the President has shown a disposition to mitigate the severity of this horrible penalty. It may aid in paving the way for its total abolition. We rejoice too that Plummer will meet with a punishment commensurate with his crimes, and that our shipmasters can pursue their voyages with such security as may arise from the feeling that crimes perpetuated on shipboard cannot pass with entire impunity.

We notice that the Boston *Journal* cannot avoid another fling at this city in its issue of yesterday, speaking of the "adverse influence" from this city as being of a "political character." We repel this charge as equally unfounded with the others. We do not believe that political considerations have in the slightest degree influenced the action of a single individual in regard to Plummer. Indeed, in a less serious matter, the statement would be ridiculous, for it is impossible to conceive in what way politics can affect this subject or how any political capital can be made out of it. The very idea is absurd, and shows to what desperate straits men are reduced when they take up a cause and are determined to espouse it, right or wrong. The manner in which the Boston press have managed the matter throws a strong doubt over their disinterestedness, and leads us to suspect that other motives than those which should influence independent journalists, have influenced them.

5/3/1859

THE JUNIOR CASE.—We surrender a large portion of our space to-day to statements in regard to the mutiny and murder on board the ship Junior, and tending to exculpate Provost from the charges brought against him by those concerned in the affair. Several of the Boston papers this morning contain a long statement by C. F. Winslow, purporting to be a portion of Plummer's "dying confession," and to contain "the truth and only the truth" in regard to the affair. Plummer says that he was under obligation not to reveal Provost's connection with the mutiny, but that the latter refused to give F. P. Seabury, of this city, a document which he had promised Plummer he would make for him, if he (Plummer) was ever apprehended. This was to be given provided Plummer would swear never to let it be known that Provost was at the bottom of the plan to take the Junior, Provost also making a similar obligation respecting Plummer's obligation in the affair. It is charged that Provost designed to obtain possession of the Junior before she left New Bedford, and that he instigated the mutiny and led Plummer into it.

[For the Standard.]

The Junior Murder and Mutiny.

It was supposed when the jury had passed upon the guilt of Plummer and upon their oaths had declared him guilty of murder, that the public mind would be allowed to rest, and that the just retribution which awaits him would follow without a resort to the unfair means to influence the public opinion, such as have lately been resorted to in court or been disseminated through the press. The last crime of Plummer is the culmination of his villany and among all candid men must only tend to fix more strongly in their minds the conviction that the verdict of the jury is true and his judgment just. Could not Plummer rest satisfied with having sent two men in the prime of life, suddenly, in the dead hours of the night, to their final reckoning; drawn into the peril of a doom to the scaffold nine others of the crew, caused the loss of an enormous amount of property, but must he at the close of his career of crime endeavor to cover with ignominy and disgrace those who escaped his malice and now have been the means of bringing him to justice? Was it not enough that Nelson Provost should have been almost mortally wounded with six balls in his shoulder and passed five horrid days and nights in agonizing concealment, suspense and privation, in the hold of that ship, without the attempt being made to throw upon him the suspicion of originating and planning this tragedy, and drawing into his foils the innocent and unsuspecting Plummer? We do not propose to go over the evidence produced at the trial nor to prove that Plummer committed the murder of Capt. Mellen. We only propose to glance at his statement to the court and at those of others read to the court at the time of his sentence. He says, "could all the facts in relation to the transactions of that night be reached and fully laid before the Court it would appear, First, that I and others went down into the cabin of the Junior not with the intention of committing murder, but for the purpose of taking prisoners and securing the Captain and certain other officers of that ship. Secondly, that the firing was at first accidental and arose from a derangement of the plans agreed upon, and that the shot which I, standing in the cabin, fired in the dark—as is evident from the marks in the Captain's state-room as to where the charge from the gun struck, and can be sustained by the evidence and opinions of Capt. Gardner, who brought the Junior home from Sydney, and who slept in the same berth occupied by Capt. Mellen and whose affidavit is in my possession, that the shot which I fired did not hit or wound Capt. Mellen and could not have done so." Plummer did then go down into the cabin of that ship armed with a gun—he does not state what kind of a gun, but simply *a gun*. The proof confirms his statement; it was a *whaling* gun, with a bore large enough for a small sized cannon. And for what purpose was he down there with loaded fire arms, boarding knives and hatchets? He says, "for the purpose of taking prisoners and securing the Captain and officers of the ship." Did he have any ropes to bind them or irons with which to shackle them? How was he going to take them prisoners? Would he have encumbered himself with such heavy and unwieldy weapons if he had been intending to capture them? Besides was he fool-hardy enough to think that five men could go down and successfully capture five officers? They were enough to go down and by a simultaneously attack kill five sleeping men or a portion of them and capture the rest, but to capture them is absurd. In any event he was prepared to take life, else why such an equipment of weapons? And why capture the officers? What was to follow that? No, the truth cannot lie hid beneath such subterfuges. He went down intending to kill all the officers and get possession of that ship.

He says "the firing was *at first* accidental." How was it with the attacking with the hatchets and cutting knives; and what was the accident? Plummer could give us all the particulars of that bloody work, but he does not state them. Was not the only *accident* Plummer's order to "*fire?*" And does he state what the plans were, or what the derangement of the plans was from which arose this accident? No. He prefers to leave it in this doubtful uncandid manner which may create doubt in many minds who are ignorant of the facts, but which cannot convince a fair mind of his truthfulness. He fired, he says, but the shot which he fired, did not and could not have hit or wounded Capt. Mellen, as is evident by the marks to which he refers, and the opinions of Capt. Gardner. Was it "shot" which he would have the Court and the public believe he fired? And if he did fire in the dark standing in the cabin, the place where the *balls* were found was in the board in the back side of the berth of Capt. Mellen, and adhering to the balls were found *pieces of blue woolen corresponding to the holes in the undershirt, that Capt. Mellen had on* at the time of his death. Why did Plummer fire in the direction of the berth of Capt. Mellen, if he did not intend to hit him? The statement of Capt. Gardner, to which Plummer, for confirmation refers, is easily explained, when it is known that Gardner had but a mattress in that berth and that Mellen had not only a *mattress* but a *feather bed*, and *extra sea clothing* under him, which would raise him up much higher than Capt. Gardner was accustomed to lie.

The next attempt of Plummer in his address to the Court, after such inconsistent statements, is to destroy the character of those who have testified against him, and to utter statements which, if true, might have been shown so to be at the trial, or which would even now be capable of proof. And so he attacks Fifield, who, from his complicity in the affair, is indeed an object of suspicion and were he not corroborated in all important respects would be unworthy of credit. But in regard to the whole transaction there was other proof than his. We have heard it stated, since the trial, that one of those convicted with Plummer has admitted that Fifield's testimony was substantially true. It is corroborated by the testimony of every other witness.

He next attempts to screen himself from the just doom which impends over him by inuendoes so base as to destroy any sympathy we might have for him, and indicates a malice so damning that we shudder when we think of its utterance with the assertion that "before God who is to be my judge, on my *honor* as a man, on my faith as an humble and penitent believer in the Lord Jesus Christ, through whom I hope for mercy, I declare that I believe that all I have uttered is truth. And now when he could point out the *one*, who he would have us think has brought him to this fearful end, when he could direct the attention of the prosecuting attorney to the facts indicating his guilt, he leaves this terrible cloud of suspicion to rest upon both the officers who have been spared through divine Providence by not disclosing which one it was "whose contriving brain and intriguing heart were the instigating cause of the conspiracy and murder," who was "privy to their purpose" and "would in several ways direct and indirect aid in its execution," whose "complicity with the events of the night of the 25th of December was the real instigating and encouraging cause of those events, while this complicity, owing to a misapprehension which arose at the moment, was the incidental cause of the deaths inflicted and of the derangement of all subsequent plans;" who was "the great culprit, the original and instigating source of the crime," "who deserves punishment more than" Plummer, "or any other man belonging to the ship," who was "the base originator of the mutiny" pointed to in the entry in the log book through the providence of God, and who, "if proper means are used by the Government, the greatest criminal will be brought to justice." Plummer does not in all this state who this is—he does not dare to state it, for it would then fall to the ground—he does not indicate how this officer drew Plummer into his plans, and remained awaiting their performance by others while he took no part—he does not inform us what the derangement of those "plans" were, nor how that complicity was the means of the deaths which occurred.

Would he cast this foul suspicion upon those who, though severely wounded that night, have only escaped the murderous attack, to be again the objects of his diabolical malice? How does it happen that these officers—one or the other of whom Plummer styles "the greatest criminal, the originator, the instigating source," how does it happen that both are wounded, both are shot, both confined in irons after the murder, one after a concealment of five days? Does not this show that such a statement is the sheerest fabrication of a desperate criminal who resorts to the most fragile support to sustain his hope of executive interference? If this officer was in the plans what necessity of confining him, what apprehension should he have for his safety if he was the leader of this bloody band, why should he remain on board the ship while his co-conspirators went ashore—why should he alone be left to go upon the voyage to bear the brunt of the transaction—how could he be benefited by going into Sydney and causing the arrest of his conspirators—of what possible advantage could it be to him to have all this occur—he had no malice to serve in the death of his master, who had been to him a tried friend, nor of the other officers—and was it probable that the only man whom they found fault with for alleged severe treatment was the very one with whom they would enter into plans to capture the officers and take the ship? These queries show how utterly baseless are these false and malicious inuendoes.

And Plummer asserts that he did spare the lives of these two officers, but in that connection does he speak as a man would who had spared the life of one who was the cause of all his misfortunes and of his impending death, who had led him into the terrible crime by intrigue, who had deserted him in his extremity, and against whom he would naturally entertain the deepest hate and whom now he would expose fully and openly to the world, that he might share his fate upon the scaffold. No, he simply claims that he spared life, in order to make the point in his application for pardon, showing that he was not so blood-thirsty as to desire every life. Taking his own ground—was it a very great exercise of mercy to have spared the life of the originator of the plans which he was following out.

But the evidence exists though it has never been made public; we hope soon to see it published, however—that at the time Provost's life was threatened and Plummer spared it—Plummer also intended for Provost a more terrible death than the pistol ball or the hatchet—that of *poison*. "Ill fix a dose for him when I have done with him."

This statement of Plummer's is accompanied with statements of Capt. Gardner, George M. Patrick, and Cartha, one of the mutineers, in order to convey the idea that "one of the officers" was Provost, the chief mate. There is also an affidavit of F. P. Seabury & Son. In regard to these statements we have made inquiry, and find that there were certain *interlineations* in them at the time they were read in Court, and that they have not been on the files of the Court since. Another circumstance rather remarkable is the affidavit of F. P. Seabury & Son. It purports to be sworn to, but the certificate of the magistrate does not say by whom, and it is rather a remarkable way of taking a father and son's affidavit, to say the least. F. P. Seabury has lately denied it, and published a card in which he acknowledges the justness of the verdict.

As to Capt. Gardner's statement, we have only a few words to say. He says he "believed the mate was at the bottom of the whole of it," and he gives us the information of his manner of arriving at such a conclusion, and how early he formed such an opinion. "That on my arrival at Hobart Town, Van Dieman's Land," (five hundred miles from Sydney!) "I was informed *by the Harbor Master* of the mutiny on board the ship Junior of New Bedford, and on thinking *of the statements then made to me*, that the crew made no robbery, and the ship in position for soon going into port where they could have run away, I saw no motive whatever for a revolt by the crew, and then told the Harbor Master that I believed the mate was at the bottom of the whole of it."

Capt. Gardner arrived at Hobart Town after the news of the mutiny had reached there, hears the statements that there was no robbery by the crew, and the ship in a position for soon going into port. It was certainly very slight ground for forming a belief of a conspiracy set on foot by a a mate who had been such a severe sufferer from the effects of that mutiny. If Capt. Gardner forms his belief upon such slight evidence as a Harbor Master's statement of reports from a place five hundred miles distant, we have very little respect for his judgment. If he so believed and felt, that he (Provost) was such a villain, why did he hold such familiar intercourse with him at Sydney as to converse on those topics which are only mentioned among tried and endeared friends. Either his report of those conversations is untrue, or else he stood in the most intimate relations to a man that he believed at the bottom of two foul murders. We leave him to his choice of positions. The only statement that can be met by proof, is the one that "the impressions I had formed of the mate of the ship Junior, were such that I did not wish to have him to return with me in the said ship, and so I informed the American Consul at Sydney, and he was provided with a passage on board the ship India." We here insert a copy of the letter of the ship master's at Sydney. Mr. Provost's letter to the Consul, and his reply, from which it appears that all this occurred before Capt. Gardner arrived at Sydney.

39

SYDNEY, Feb. 15, 1858.

Mr. Nelson Provost:

Dear Sir.—We, the undersigned, commanders of American ships lying in the port of Sydney, having become acquainted with the particulars of the mutiny which occurred on board the whaleship Junior, of New Bedford, of which you were first officer, feel that it would be for your own interest hereafter, as well as that of all parties concerned in the ship, for you to decline taking any part in the command of her on her trip home, either as Captain or officer, if she is to take the mutineers on board; and would advise you to address a line to the Consul to that effect.

It seems to us it would be imprudent for the reason that you are the principal witness against the mutineers, and should use every care not to place yourself in any situation over them to give them cause to complain of your conduct in any way; and we therefore advise you to return merely as passenger.

JOHN W. DAVIS, Master bark Snap Dragon,
JOS. S. WODSIDE, Master of the ship Wizard, N. Y.
WILLIAM M. KENARD, Master of the Hellespont.
ARTHUR HEAGAN, ship Azzan.
SAMUEL HILL, ship Simoda.
NATHL. SPOONER, ship Halcyon.
JOHN W. RICE, ship India.
JAMES C. DINCKSON, U. S. Consul, Apia.
R. B. SLATE, ship Wizard.
HIRAM E. ORMSBY, bark Monmouth.
THOS. MAKINNEY, ship Northern Eagle, Newburyport.

SYDNEY, N. S. W., Feb. 22d, 1858.

Mr. R. D. Merrill, U. S. Consul:

Sir:—Under existing circumstances I had much rather, if it can be managed, go home in some other vessel than the Junior. I have reasons for this—one is that I do not feel safe to go in her, and another is that if there should be any trouble, or the prisoners should, by any means, get away, I might be blamed. Therefore I hope you will, if you can do so, manage it in such a way that I may go in some other vessel.

Yours, respectfully, N. PROVOST.

CONSULATE OF THE UNITED STATES,
SYDNEY, March 31st, 1858.

Mr. Nelson Provost, late Chief Officer of Ship Junior,

Dear Sir:—I have not replied to your letter of 22d ult. earlier, in consequence of my not being able until quite recently to arrange with officers for taking the "Junior" home, and for your passage by another vessel as requested by you. I quite coincide with you in your opinion that it would be improper for you to take the ship home with the eight mutineers on board, being, as you very justly observe, the principal witness against them, and feeling, as you do, that it would be unsafe to be on board the same vessel with them, consequently, in accordance with your request, and the opinions of myself, the American Captains present here, and the officers of the Colonial Government, with whom I have conversed on the subject, I have secured your passage in the ship India, Capt. Rice, bound for New London, which vessel is to sail to-morrow morning, as you are already aware. On your arrival in the United States you will please report yourself to the United States District Attorney at New Bedford, and take his instructions as to the proper course for you to pursue. I take this opportunity to assure you that your competency to take charge of a ship is not for a moment doubted; and it is solely at your request and in conformity with the opinions aforesaid that you are sent home by another vessel. Your conduct in bringing the vessel into port in safety, while suffering from the severe wounds you received at the hands of the mutineers, is very praiseworthy, and merits the highest commendation; and I have great pleasure in recommending you to the favourable notice of the ship's owners. Commending you to the kind attention of Captain Rice, and wishing you a pleasant passage,

Believe me to be yours, very truly,
R. D. MERRILL, U. S. CONSUL.

As to Patrick we have very little to say, only to refresh the public mind with his testimony for the defence, at the trial. It was substantially as follows:—He said he had conversation with Provost on the passage from Sydney to New London; Provost said he thought or knew something was going to happen that night; that he turned in about 8 o'clock, and that he read two chapters in the Bible and went to sleep.

To a Juror.—He said he knew something was going to happen, *he did not say he knew all about what was going to happen.*

Question by the Counsel for the Defence.—Did you have any conversation with him with reference to his being hung in the United States for the part he took?

Ans.—He asked me if I thought they would hang him when he got home. I told him he was the best judge of that. I told him they would hang him. He said he guessed not.

Cross-examined by Mr. Andros for the Government.—Did you not repeatedly on board the India tell him they would hang him, and before he said he thought something was to happen?

Answer.—I told him so both before and after.

Question—Did you not tell him so to trifle with his feelings?

Answer.—I did it to play upon his feelings.

Question—Was it not *after* you had told him that you thought he would be hung, that he asked you if you thought he would be hung?

Answer—It was *after.*

Direct examination resumed.—When you told him he would be hung what was his appearance?

Answer—He turned pale when I said they would hang him.

Cross-examined by Mr. Andros.—Was not his face during the whole voyage home of a pallid hue, or was it usually flushed?

Answer.—He had so many whiskers that I could not see whether it was flushed or not.

Question—Then I am to understand that he had so many whiskers that you could *not* tell whether his face was *flushed*, but not so many but that you *could* see when he turned *pale!*

Answer—Yes sir.

Mr. Andros.—That will do! Mr. Patrick, you may step aside.

Mr. Patrick would hardly wish to be cross-examined on his statement, called an affidavit, which was read with Plummer's address.

We call public attention to the fact that while these statements are called depositions, and have the highly sounding language of "on oath depose and say," and are witnessed, yet there is no certificate of a magistrate. Was not Mr. Patrick aware that he might have been indicted for perjury if he had gone as far as to have made oath to it? Why was he afraid to swear to them?

We have the satisfaction of knowing that these malignant attacks upon the reputation of Mr. Provost has only had the effect, where he is best known, of drawing from those who have been acquainted with him, testimonials as to his character, some of which we here publish, and hope they may find a circulation wherever the statements considered above have gone.

I, Robert B. Greene, of New Bedford, on oath depose and say that the following is a true copy from a letter in my possession, from Archibald Mellen, Jr., late master of the ship Junior, of which I am part owner: "I am well pleased with my gang so far; as for the mate there is no better man sails out of New Bedford; he is everything that I can ask for. That is all I have to say now so I will close this as I have several more to write." This letter bears date, Western Islands, Aug. 20, 1857.

I furthermore depose and say that I have had shown me a letter from Archibald Mellen, of the same date, marked "R. B. G." which I have carefully compared with the writing in my possession, of Archibald Mellen, late master of the ship Junior. I have seen said Mellen write and know his hand writing, and I have no hesitation in declaring said letter marked R. B. G. to be his hand writing. ROBERT B. GREENE.

May 2, 1859. Subscribed and sworn to before me, A. S. Cushman, U. S. Commissioner.

SHIP JUNIOR, Western Islands,
[R. B. G.] August 20, 1857.

MADAM—I beg of you to excuse the liberty I have taken to address you, being almost an entire stranger to you, but read it first and condemn me afterwards. First, allow me to congratulate you on your choice of a husband, there are very few such now-a-days. I have known him by reputation several years, at least I thought that I knew him, but I speak the truth when I say that I never have seen one that pleased me so well as Nelson Provost. He is a very good officer, strict but not severe, a man of very temperate habits, a pleasant companion, such a one as will make the long tedious days, weeks and months of a whaling voyage pass quickly away. He is the only one besides myself that knows anything about navigation on board the ship, but he is a very good navigator. We pass the evenings very pleasantly. * * * * We are now most into Eayal and I must close this. I could fill up a dozen sheets writing about him. If the Lord is willing I will bring him home to you in two years. Give my respects to your father, mother. and the rest of your family. And now I crave your pardon once more, and will close by wishing you health and all the happiness the world affords, and sign myself.

ARCHIBALD MELLEN, Master of ship Junior.

NEW BEDFORD, April 25, 1859.

This is to certify that Nelson Provost, late mate of the whaling ship Junior, of New Bedford, has sailed in the ship Chandler Price, of New Bedford, under my command, for more than thirty months, between the years 1848 and 1852. I have been acquainted with him ever since, and I have always found him to be an honest, temperate and capable man, a good officer and a man that did his duty under all circumstances.

JACOB TABER.

I, Samuel H. Whiteside, late master of the ship Condor, of New Bedford, certify that I sailed in the Chandler Price, with Nelson Provost, and have been acquainted with him ever since, and cheerfully bear witness to the truthfulness of the above statement of Capt. Taber. S. H. WHITESIDE.

I, Augustus G. Maynard, of San Francisco, in the state of California, aged thirty-four years, being duly sworn on oath depose and say, that I am well acquainted with Nelson Provost, late mate of the ship Junior, of New Bedford, that I first became acquainted with him in said San Francisco in the spring of the year 1852, and that I have been acquainted with him to the present time. Said Provost was at the time of my forming his acquaintance, third officer of the bark Russell, of said San Francisco, under the command of Capt. Cootey, and was at the time acting as first officer of the ship during the sickness of the first and second mates, which lasted about four months. I knew him well and was in his company daily while there, and he sustained the reputation of being an honest, upright, temperate and capable man, and above all suspicion. I have read the statement of George M. Patrick, purporting to have been made under oath, published in the New Bedford Weekly *Standard*, of April 28th, and said to have been read before the Court at the sentencing of Cyrus W. Plummer, and I believe the statements therein affecting the reputation of said Provost to be wholly untrue. If said Provost had kept any house whatever in California during the time he was there, I should have known it as I was on very intimate terms with him, and as I know most of his acquaintances there I am convinced that I should have known anything in the least injuriously affecting his character, and I further say that the said Provost has always borne the reputation which he had in California wherever I have known him.

A. G. MAYNARD.

BRISTOL, ss. New Bedford, April 30th, 1859.—Then personally appeared the above A. G. Maynard, and made oath that the foregoing affidavit by him in my presence subscribed is true. Before me,

A. S. CUSHMAN, U. S. Commissioner.

THE JUNIOR MURDER TRIAL.—*Verdict of Manslaughter.*—The trial of Richard Cartha, William Herbert and Charles H. Stanley, for the murder of the third mate of the whaleship Junior, was concluded in the United States Circuit Court, yesterday afternoon, with a verdict of manslaughter. They were to be sentenced this morning and Plummer also, who stands convicted of murder in the first degree. 4/21/59

The Boston *Post* says:

"The prisoners received the announcement without any particular manifestation, with the exception, perhaps, of Stanley, whose eyes brightened up with more than usual brilliancy. Shortly afterwards Stanley announced the result of the trial in a postscript to two letters which he had previously written to his friends. Judge Clifford then inquired of the counsel whether they desired to move for a new trial or an arrest of judgment, and, on being answered in the negative, he again inquired as to whether they had anything to say respecting the sentence to be passed upon the prisoners. J. Q. Adams, Esq., the junior counsel for Herbert, made a few remarks on behalf of his client, in which he requested that no prejudice might be entertained against Herbert from the fact that he was indicted with Plummer at the former trial, but that his sentence might be the same as it would have been if he had not been so indicted and no exceptions in his case had been filed. He said Herbert had no desire to file exceptions at the former trial, being perfectly satisfied with the result. The Court then announced that the prisoners would be brought up for sentence at 9 o'clock on Thursday, on both cases, and instructed the Marshal to notify Plummer's counsel of the fact. The jury was then dismissed. It will be remembered that at the former trial the above named parties were convicted of manslaughter, in causing the death of the captain of the Junior, while Plummer was convicted of murder. The "longest" sentence which can be given under the law for manslaughter, is three years.

The Boston *Courier* in speaking of the verdict says:

In the eye of the law, as laid down by Judge Clifford in his charge, which was fully concurred in by his Associate, Judge Sprague, this verdict is utterly indefensible; for the evidence, if it proved anything, proved a premeditated killing, in the absence of everything bearing the color of justification or provocation, or of excuse known to the law. Never was a capital case more barren of extenuating circumstances, unless it be a matter of extenuation, that the prisoners acted under the influence of a leader,—Plummer, who, in November, was convicted of the murder of the captain. It is possible, that the fact that on that trial the prisoners were only convicted of manslaughter may have had some influence on the jury on the trial for murdering the second mate. With regard to that verdict, we have always understood that it was an unjustifiable compromise; that one juror refused to agree to a verdict of murder in regard to Plummer, unless his fellows would let off the other three with a verdict of manslaughter. The four officers while asleep in their berths in the cabin were simultaneously fired upon. Two were killed and two severely wounded. Of course all this could not have been the work of one hand. Cartha and Herbert were of the party that entered the cabin armed. Stanley stood guard at the mizzen-hatch, heavily armed, to strike down any of the officers who might attempt to escape from the cabin in case they were not despatched by the discharge of firearms. Without the bodily presence and co-operation of the favored prisoners no murder would haue been committed. The murders were planned many weeks before they were carried into effect. They were perpetrated with terrible ferocity. The cries of the victims for mercy, after being shot, were answered by the sharp plunge of the knife and the swift descending hatchet. And yet the jury find manslaughter, evidently for no other reason than that the prisoners were not all ringleaders. It is not possible to estimate the injurious effect of such a verdict upon the discipline of our merchant vessels. The precise object of the mutineers in getting possession of the ship did not appear on the trial; but there is good reason for believing that they intended to effect a landing on the coast of Australia, and then to take the road as highwaymen. This certainly was Plummer's idea.

12/3/58

THE JUNIOR CASE AGAIN.

In the Circuit Court in Boston, on Thursday, C. P. Chandler, Esq., in behalf of Cyrus Plummer, offered a motion for a new trial on the following grounds:

12/3/58

1. That that the Court erred in omitting to instruct the jury what facts it was necessary to show in order to prove the Junior an American ship.

2. That the Court declined to instruct the jury as to the jurisdiction of the United States in the matter.

3. Because the question of jurisdiction was left a naked question for the jury to determine.

4. Because the jury were not instructed that such illegal violence was used by the captain and officers as would, in point of law, reduce the homicide from murder to manslaughter.

5. Because no instructions were given by the Court upon the question of mitigation urged by the prisoner's counsel.

6. Because the only instructions given by the Court upon the above points were more an expression of the views of the Court, than upon the evidence, thus interfering with the province of the jury and biasing their minds upon the questions of fact.

7. Because when the jury, after having spent hours in consultation, proposed a direct question to the Court as to whether the indictment included a charge of manslaughter, the Court erroneously, and without being asked, gave to the jury their opinion upon the facts of the case, and told the jury what they could not find as a matter of fact, upon the evidence submitted to them.

8. Because the prisoner was deprived of his constitutional right of addressing the jury in person, as well as by his counsel.

9. Because the findings of the jury were wholly repugnant; they having found such provocation as would reduce the homicide to manslaughter, with principals of the 2d degree, who are thereby found present, aiding and abetting the principal of the 1st degree, who is guilty in point of law and only guilty to the same extont as the principals in the 2d degree.

10. Because the jury, as is evidenced by their finding, as to the principals in the second degree, mistook the law, they supposing that the difference in legal presence at the homicide was a difference in degree of guilt; and as they found the principals in the second degree guilty of manslaughter only, and as the principal in the first degree, as they supposed, must in point of law be more guilty than those of the second, therefore that he must be guilty of murder; or, in other words, the jury must have believed that all principals did not in law stand equal in point of guilt.

Besides the above motion for a new trial, the counsel for Plummer moved for an arrest of judgment and a discharge on the following grounds:

1. That nothing appears in the indictment alleging jurisdiction in this case to this Court.

2. That the indictment does not allege that Archibald Mellen was at the time of his death within the peace of, or within the protection of, the United States.

3. That said indictment is composed only of loose sheets of paper, without seal or other proper fastening, so that no one part may be said to correspond to the other.

4. That said indictment is otherwise informal, erroneous, defective and void.

The papers were placed on file, and will be argued when they come up in order.

The extent of the punishment which the Court can impose, by the laws of the United States, on Cartha, Herbert and Stanley, the Junior mutineers, is imprisonment not exceeding three years, and a fine not exceeding one thousand dollars. It is said that Cartha, Herbert and Stanley can yet be tried on the charge of killing the mate, also for piracy and mutiny.

7/9-1859

7/9/59

PLUMMER'S CASE.—We are reluctant to bring this case again before our readers, but the conduct of the Boston *Journal*, in its charges against the press of this city, demand a few words. That paper last evening charges us with having "unsparingly denounced" it for its efforts in behalf of Plummer. We challenge that journal to produce an instance of "denunciation" from our columns. Our readers will bear us witness that our language has been exceedingly moderate throughout. The denunciation and abuse have come from the papers which have advocated Plummer's cause, and their tone has been worthy of the "Bungtown Spread Eagle," or the "Little Pedlington Gazette," instead of a metropolitan press, and this course has led to the suspicion we intimated the other day, that they were not perfectly disinterested in the matter. We always suspect the motives of those who are loudest in their imputations upon others? We don't believe the *Journal* can make any body in this city believe that it is much of a martyr in this case.

In regard to our approval of the President's commutation of Plummer's sentence, we do not wish to be misunderstood. That approval is founded not upon any convictions of Plummer's innocence or of his claims to executive clemency, for our sentiments on this point are unchanged, but upon our repugnance to seeing the life of a human being taken. And we find that public opinion in this city is not so united as we had expected it would be. There are many among us, who think the act of the executive to have been an ill-judged one, and that its effect upon the discipline of our marine and the safety of our officers will be exceedingly unfavorable. Time will show whether this will be the case. It certainly cannot fail to be if the commutation of Plummer's sentence should be followed by his unconditional pardon after a brief term of imprisonment. From what we have heard of Plummer's recent conduct, we have but little doubt that he is playing a hypocritical part with the view of bringing about this result. We are glad to hear at least that in State-prison he will meet with no extraordinary favors, but will have to submit to the same discipline and the same conveniences with other prisoners. Had one-tenth part of the efforts made for the commutation of his sentence been made to prove to the President the true state of the case, we are convinced that he would ere this have suffered the penalty of his crimes.

4/4/1859

THE JUNIOR CASE.—The trial of William Herbert, Richard Cartha and Charles Stanley, for the murder of Charles Smith, 3d mate of the whaleship Junior, of this port, was commenced in the United States Circuit Court in Boston, yesterday. Each of the prisoners is provided with counsel. The Court room was very much crowded, and the atmosphere very impure, so that the District Attorney called the attention of the Court to this fact, stating that he could not live long enough to empannel the jury, and that he should be obliged to retire. He then left the Court room leaving the work of empanneling the jury to the clerk. This occupied two hours, one hundred and three names being called.

The case was opened by Mr. Andros for the Government, and testimony put in to the ownership of the vessel, after which the Court adjourned. Isaac Carlton, of Rochester, is one of the jury.

4/4/59

6/21/59

PLUMMER TO BE EXECUTED.—Strong efforts have been made to induce the President to postpone the execution of Cyrus W. Plummer, convicted of mutiny on board the ship Junior, the day fixed for his execution being Friday next. The Executive has consented to order a suspension of two weeks, at the solicitation of the prisoner's spiritual advisers, but after that term he must expect no further delay. Of late Plummer has been quite low spirited. He has frequently been visited by Rev. Dr. Lothrop, and Rev. Mr. Stowe.

6/4/59

40

THE JUNIOR MUTINY.—We shall not probably hear the last of this business till Plummer is hung, and to prevent that ending of the matter great exertions are being made by gentlemen who for some reason or other take a great interest in his case. As yet we have seen no good reason urged why he should not suffer the sentence of the law.

William Herbert, one of the mutineers, and now a convict in the State Prison, for manslaughter, publishes a statement of the mutiny which appears at length in the Boston papers, the substance of which is that Plummer did not kill the Captain, but Fifield did, and that Fifield said so himself. He also says that the entries made in the ship's log were dictated by Provost, and that Plummer took command of the ship at the request of the others, because he was best qualified. Plummer saved the ship when on fire.

This statement of Herbert puts us in mind of a similar kind of testimony offered at the present term of the Common Pleas Court in this city. A man named Jerome B. Cross, was up for passing two forged orders, and the testimony was full and complete against him, but he on his side introduced a witness brought handcuffed from the House of Correction, who said that Cross did not forge the orders, but he did. The jury did not attach much weight to such testimony and brought in a verdict of guilty against Cross.

As far as we are concerned, we are opposed to hanging, and would rather see Plummer imprisoned for life, but we do not believe that these statements which ever now and then appear are "unsolicited," nor do we believe in their truth. Some of the arguments used for obtaining Plummer's pardon would be laughable if hanging were not a serious matter. A paper published in South Boston says that Plummer should not be hung because it is so near the festival of St. John, and if he is hung, he would be another martyr. What the festival of St. John has to do with it we can't see. The New York *Commercial Advertiser* says:

"It is said that a distinguished member of the Massachusetts bar has addressed a memorial to the President for the commutation of the capital sentence of Cyrus W. Plummer, (convicted of piracy and murder,) on the strange pleas, among others, that the act of piracy was committed chivalrously, that the murder was the act of his mind and not of his hand, and that after seizing the vessel, he commanded in a manner that "in other spheres and in a public service would have made him a name and a fame among the good."

Benedict Arnold was another man of ability, and if he had not been a traitor would have been thought a great deal of, but the day has long since passed when murder was considered an evidence of chivalry.

A special agent from the State Department has arrived in Boston with a respite for Plummer for a fortnight. The applications to the President for a commutation of sentence, or a reprieve for 12 months, have proved unsuccessful, and he will be executed on the 8th of July.

12/4/58

THE CASE OF PLUMMER.

At the conclusion of Judge Clifford's charge to the jury in the above case. B. F. Butler, Esq., senior counsel for Cyrus Plummer, convicted of murder on board the whaleship Junior, appeared in Court, and stated that, having filed his motions for arrest of judgment and for a new trial, according to law, he should now be obliged to ask for some delay before delivering his argument thereon. He said he had engaged in that case with the expectation that he should not be occupied with it more than six days, whereas it had really occupied eighteen days. He had left one case unfinished in one of the State Courts, which required his immediate attention at Cambridge. As the preparation of this argument from the number of the points to be argued, would require much labor, and, as his other business had accumulated to a great extent he wished the time for the delivery of the argument postponed for fourteen days.

Mr. Woodbury U. S. District Attorney, joined in his request, stating that his own business had greatly accumulated, owing to the length of the Junior trial.

Judge Clifford announced that as he must repair to Washington very soon, to take his seat on the bench of U. S. Supreme Court, no postponement could take place, unless it should be made to extend at least until the first of March, and untill a later day if his other duties prevented his prompt arrival here.

The counsel on each side acceding to this extended postponement, it took place accordingly.

41 July 1 1859

[For the Standard.]

The Junior Mutiny.

MR. EDITOR:—An impartial and unbiased person cannot, I think, have perused some of the Boston papers the past week, without astonishment at the course pursued by them in their endeavors to warp public opinion in favor of the mutineer Plummer.

The arguments put forth in his favor have, many of them, been so flimsy that no one acquainted with the circumstances, or who had examined the evidence at the trial, could be influenced by them; and have been calculated to sway only those whose kindly sympathy is always enlisted in favor of the condemned, however guilty, and who, if left to their calmer judgment, would see the propriety of surrendering to the law one who has been found deserving its extreme penalty.

In some of these papers, nothing which would favor the cause of the condemned has been kept back, and day after day we have had a rehash of the same arguments and evidence—and the fact constantly paraded that great numbers of the most influential and best citizens were strongly interested in his favor, thus endeavoring to help the cause; while any cumulative evidence to the contrary has been concealed with an unfairness which should never characterise a conservative public journal. I was particularly impressed with this on looking over last evening's Boston *Journal*, to find the statement of Stanley, which was published in the *Evening Courier*, a statement by the way which has the corroborative evidence of the trial, and which bears the impress of truth, candor and plausibility, no mention was made of it, while, on the other hand, those of the other mutineers favoring Plummer, have been given in full with comments.

Feeling that the general course alluded to was reprehensible, if pursued with intent, I ventured to make the following statement to the editor of the *Journal*, of what I *knew* of Plummer and his history. I should not have placed it before the public, did I not fully believe him justly deserving of the execution of the sentence which has been passed upon him, and that those papers which have espoused his cause, have not done so with that fairness which the public had a right to expect from their precedents, and the high position they occupy. That the public may know that some of them have had evidence bearing upon the case, which has been discarded, I am induced to present the following, written originally as stated therein, wholly for the private information of the *Journal*, but without any effect, except apparently to increase its zeal in the cause of Plummer. Whether they have been prompted by a high regard for the public good, or by *sinister motives*, the people must judge. Can it be possible that they have been subsidized? Resp'y yours, J. A. B.

NEW BEDFORD, 27th June, 1859.

To the Editor of the Boston Daily Journal:

Dear Sir:—For many years I have been a regular reader of your valuable paper, and have been pleased with the correct and highly conservative grounds you have taken on questions of public interest. I read however your remarks upon the Junior Mutiny in your issue of Friday evening, with feelings of regret, which were increased by perusing an editorial in Saturday evening's paper.

I have known something of Plummer for years, and had intended to remain silent, but when I see such papers as the *Journal* endeavoring to give a tone to public opinion in favor of one whom I believe verily guilty and deserving of punishment, and also calling in question the decision of the President, who has probably given the matter careful consideration, I feel duty to the cause of Justice demands I should let you know of him upon whom I feel you are wasting your sympathy.

My first knowledge of Plummer was when he shipped a boatsteerer on the ship Daniel Wood, of this port, Capt. Joseph R. Tallman, and sailed on a whaling voyage in her, on the 21st of December, 1852. I was then book-keeper for Messrs. J. B. Wood & Co., the agents. He left her at Honolulu Dec. 1854, by exchange with another man on board of the Copia, in which ship he arrived at this port in the Spring of 1855. Having an order for his voyage in the Daniel Wood, he applied for settlement, and I made an adjustment with him. He was soon in want of another voyage, and desired me to assist him in obtaining one. As the Captain did not write anything respecting him, and there was nothing apparently wrong in his leaving the Daniel Wood, influenced by the earnest and repeated solicitations of Plummer, and believing him a smart, capable whaler, if he was disposed to do well, I was induced to speak of him as possessing those qualities, to Capt. Howland, of the Golconda, who took him as an officer under the name of William Sumner, and sailed on the 21st day of June 1855.

He early in the voyage stole a boat from the ship on the Coast of South America, and with six or seven others deserted. He appeared here again in 1857, and I last saw him in the summer of that year, when he came to me in circumstances of great destitution, and asked a little aid, which was granted. He then sailed in the Junior. How he ever was enabled to ship in her, has always been a mystery to those who knew him here. His subsequent history is well known.

Capt. Tallman, with whom I conversed on his arrival in 1856, would not recommend Plummer. He said he was a troublesome fellow, of a very restless roving and discontented disposition, always wanting to get away from the ship, and a bad and dangerous man to have on ship-board. He would not take him again, although smart and capable as a seaman and whaleman. Capt. Tallman is a man noted for his kind and considerate treatment of his crew, and no one stands higher in the estimation of this whole community as a gentleman of integrity, probity and honor. At the time of which I speak, you will see there was no reason for Capt. T. to say other than just as it was. His statements can be taken with the utmost reliance.

From what I had seen of Plummer in 1857, and previously, and what I could gather of him, I concluded he was an abandoned young man, his tastes leading him into the society of the worthless and vicious. I found not the least dependence could be placed in anything he said, and concluded what interest I had taken in him was bestowed on a very unworthy object.

As to his being young, inexperienced and easily influenced, *nothing could be further from the truth.* He was an adept at deception, acquainted with all the arts of the world, and from his associations and precedents, just the man to embrace such an opportunity as was offered on board the Junior. As to his age, I have no doubt he is all of thirty. I have in my possession his protection, granted at this Custom House in 1852, which states his age at that time twenty-three, and that makes him 30 now, which is probably nearer the truth than any of the representations which have been made to the public.

That he is guilty I confidently believe, for I have examined the published evidence carefully, visited the Junior, saw the shot holes, and am of the opinion that the shot could not have passed the course they did, without going through some part of the body of any ordinary sized man occupying the berth.

I have formed my impression of Plummer from my business intercourse with him, and what I observed of him as I have met and seen him from time to time on the streets, and not from any prejudice arising from outside influences.

Did I believe him innocent, I would gladly do all I could in his favor.

I feel the welfare of hundreds of men who are exposed to the machinations and arts of just such as he, and the safety of those who are liable to be butchered as the lamented Mellen was, by such desperadoes, demand that an example should be made of one, who after a protracted, fair and impartial trial, has been found guilty, especially as there have been no really extenuating circumstances brought to light since the trial which would influence any candid, unbiased mind.

I have given you my impressions of the man and case with reluctance, and for your private information, convinced as I am that you would not for a moment knowingly be instrumental in averting just and deserved punishment from the guilty, and thus assist in preventing an example being made, which shall be a terror to evil doers. With sentiments of regard,

Very truly yours, JOS. ARTHUR BEAUVAIS.

P. S.—I have been favored with the following extract of a letter from Capt. Howland, of the "Golconda," dated March 29th, 1856. He says—"lost seven men by desertion, including third mate, William Sumner *alias* Cyrus Plummer, who left the ship in the night, in his watch, in a boat which he had probably arranged with the day before, taking with him Charles Demming, who no one believes would have left the ship, had it not been for Mr. Plummer's influence." I give it as written, J. A. B.

JUNE 30th, P. M.

N. B. The "Golconda" having arrived this A. M., I have seen Capt. Howland, and find a wrong impression was received from his letter, as respects the taking of one of the ship's boats by Plummer, when he deserted. The facts are, that he left the ship in his own watch, in the night, in a shore boat, for which he had probably arranged the day before, and took with him Charles H. Demming, a young lad belonging to this city, and a Brazilian.

After Plummer had left the "Golconda," a boatsteerer on board, named Ira E. Baily, informed Capt. Howland that Plummer tried to induce him to join him, (Plummer) and to enlist others of the crew in an attempt to seize Capt. Howland while asleep on the vice bench, in the night, and throw him overboard. As they were then in very hot weather, Capt. H. to avoid the heat of the state room, used to sleep a part of the night there, and thus an excellent opportunity was offered to carry out this nefarious design, as it could have been easily done in Plummer's watch.

That the public may know, that this did not come out after the news of the Junior mutiny, Capt. H. states that Bailey left the "Golconda" in February, 1858, and that they did not hear of the sad tragedy until the following July, when they spoke the "Morning Star," of this port, at sea and were then informed.

When Plummer was here in 1857, Mr. Seabury states he presented an excellent recommendation purporting to be from and signed by Capt. Howland. Capt. Howland denies ever having given him one, and pronounces any such a forgery.

Capt. Howland's impressions of Plummer are, that he was ripe for just such an adventure as that which he initiated on board the "Junior."

I have thus endeavored to give a statement of the facts and circumstances bearing upon this case, with no other design than that the truth may be known, and to offset some of the statements which represent Plummer as a model of excellence and generosity, and a victim to the subtle enticements of another. I fully believe he was the instigator and prime instrument in that awful tragedy, and this opinion is held by those who know his history best.

JOS. ARTHUR BEAUVAIS.

JUNE 28—1859

June 28 59

TO THE EDITOR OF THE DAILY EVENING STANDARD:

Sir:—In the Boston *Atlas* and daily *Bee*, of the 25th inst., under the editorial head, appears an article headed "The Execution of Plummer," which contains as many mis-statements as paragraphs, which, with one or two exceptions, we shall leave to be refuted by the injured parties. Among the malicious libels are the following:

"It also appears that the ship in which they sailed, was most scandalously victualed, and that the men were fed upon meats unfit for human beings to live on. Their sufferings were very great. Had the ship been properly victualed, and the men properly treated, there would have been no mutiny."

This statement, as owners and agents of the Junior, we pronounce false and malicious, and have once proved in Court to be without foundation in truth, by competent men, who saw and examined every cask of meat or bread that went on board of her. The owners of the Junior have strictly abstained from all efforts to convict and punish the prisoners, although their loss by the mutiny will exceed twenty thousand dollars, and have thus far made no effort to counteract the misrepresentations put forth through the press, and in other ways, by circulating the most untruthful theories and libelous charges against the surviving officers, which, if they contained a particle of truth, would blast their characters forever.

The owners of the Junior believe the officers of that ship to be much more respectable and truthful than their traducers. The owners so far as they have been libelled, have proved, *and are prepared to prove* that the quality and quantity of provisions put on board of her were of the best put on ship-board, and of better quality than the provisions served in our navy. In addition to which 170 bushels of potatoes and onions, with other vegetables, were taken on board at the Western Islands, and 30 bbls. fish, at St. Pauls, which are esteemed superior to our best No. 1 mackerel. In addition to former proofs, we hand you the accompanying affidavit of Capt. Davis, who was at Sydney while the Junior lay there.

The most atrocious part of these systematic efforts to mis-direct public opinion, and create sympathy for one of the criminals, are the base attacks upon the characters of some of the officers and men, even going so far in some of the published statements, as to charge the mate (Provost) with being the chief mutineer, who instead of joining his co-mutineers, as he surely would have done, if this were true, fled to the lower hold, where he was secreted five days, in great agony, with three slugs lodged in his body, nearly naked, without food or drink, except such of the latter, as he could procure by stripping off a part of his shirt, and thus drawing water from the bung of a cask which he providentially found. Such tales should be told to Marines, sailors will not believe them.

The writer would like to be informed which of the parties interested caused the insertion of an article in the Nantucket *Inquirer* about the 2d of May, and the object of said article, which stated that the remaining mutineers of the Junior had been arrested at Sydney, tried and hanged. As no advices of this have reached the owners, the information is doubted, as it was at the time of the publication.

We would not have troubled you with this communication, but for the outrageous manner in which the owners, Captain and officers of the Junior have been traduced and libelled. Apparently for the purpose of creating sympathy for one individual, certain philanthropists are willing to ruin half a dozen honest and respectable men.

We, Charles R. Tucker & Co., A. H. Seabury & Co., and Sylvanus G. Nye, of New Bedford, Merchants, depose and say, that we sold the provisions for ship Junior, (beef and pork,) and that we are familiar with the qualities of such articles, used in the whaling and merchant service, and that the articles supplied by us respectively, were of the best quality used in the trade, and such as we should use for our own ships, or offer for sale in this market.

CHARLES R. TUCKER & CO.
A. H. SEABURY & CO.
S. G. NYE.

I, John W. Davis, of Dartmouth, master mariner, and late master of bark "Snap Dragon," of New York, depose and say that I purchased flour and bread from ship Junior, at Sydney, N. S. W., on her arrival there, after the mutiny and murders had occurred; that I purchased sufficient for my use ten months, and that the same was of as good quality as I ever saw in either the merchant or whaling service, having had experience in both, and it was of better quality than I could obtain in London, and better than the bread of the Navy that I have seen. That I saw the beef and pork from said ship, and pronounced it equal in quality to the bread and flour, and as good as used in either service as above, and had I wanted should have purchased. JOHN W. DAVIS.

Subscribed and sworn to before me,
ADAM MACKIE, Justice of the Peace.
New Bedford, June 27, 1859.

The owners of the Junior, are not aware of, neither do they feel under obligation to any of the mutineers, on the ground of humanity, in sparing the lives of the surviving officers. Neither do they believe a regard for their interest had anything to do with their exertions in extinguishing the flames. They believe that the mate was spared by the mutineers wholly on account of the necessity they were under of using him, as the only navigator on board, and that the fire was extinguished solely from motives of self-preservation.

12/10/58

Case of Plummer of the Junior.

C. P, CHANDLER, Esq., junior counsel for Cyrus Plummer, convicted of the murder of Capt. Mellen, of the ship JUNIOR, filed the following.

NOTICE FOR A NEW TRIAL :

CIRCUIT COURT OF THE UNITED STATES,
MASS. DISTRICT, Oct. Term, 1858.

United States by Indictment vs. Cyrus Plumer et al.

And now Cyrus Plummer moves the Honorable Court here that the verdict of the jury against him may be set aside, and a new trial granted, because he says that there was error, in his trial, in law, in matters following:—

1st. That the Court erred in omitting and declining to instruct the jury what facts it was necessary for them to find in order to determine the "Junior" to be an "American vessell" either within the terms of the indictment or to bring the offence within the jurisdiction of the Court.

2d. Because the Court omitted and declined to instruct the jury what in point of law would be necessary to be found by them in order that the jurisdiction of this Court should attach in this cause.

3d. Because the facts upon the point of jurisdiction being undisputed, the Court left a naked question of law to the jury as to what would be sufficient in law to give jurisdiction to the Court, and this, too, a question arising in part upon the force and effect to be given to a written instrument, to wit, the register of said ship, and the operation and effect of a void registry upon the nationality of the vessel, without any instructions whatever upon that matter of law, so that the jury may have found the "Junior was a vessel of the United States because she sailed from the port of New Bedford, or because she was commanded by a citizen of, or had the flag of, or was built in, or was owned by citizens, or because the owners made oath that they were citizens of the United States, or because she had a Register, or because she had forfeited her Register, or because of the recitals in the owners oath and certificate of Registry, or that of the master, or because of one, or either, or either, or all of these facts, as they were all given to the jury without any instruction, whether one, or all, or how many being found, would be sufficient in point of law to support the jurisdiction of the Court.

4th. Because the jury were not instructed as prayed by the defendant, that there might be such illegal abuse, ill treatment, illegal restraint and ill-usage, by the officers on board that ship, to the crew, either actually used, threatened, or impending over them, as would, in point of law, reduce any homicide, however committed by the crew, for the sole purpose of getting themselves and shipmates away from such usage, from murder to manslaughter.

5th. Because no sufficient and definite instructions were given by the Court upon the questions of mitigation argued and raised by prisoner's counsel.

5th. Because the only instructions upon these last mentioned points, given by the Court, were more expressions of the views of the Court upon the evidence; thus directly and erroneously interfering with the province of the jury; without any explanations of what circumstances would or would not, mitigate the offence; thus leaving the jury to find as a matter of fact whether such circumstances did or did not exist in this case unbiassed by the express opinions of the Court upon those questions of fact.

7th. Because when the jury, after having spent hours in consultation, proposed a direct question to the Court, as to whether the indictment included a charge of manslaughter, the Court erroneously, and without being asked, gave to the jury their opinion upon the facts of the cause, and told the jury what they could not find as a matter of fact upon the evidence presented to them.

8th. Because the prisoner was deprived of his constitutional right of addressing the jury in his own person as well as by his counsel.

9th. Because the findings of the jury were wholly repugnant; they having found such provocation as would reduce the homicide to manslaughter in the principals of the second degree, who are thereby found present aiding and abetting the principal of the first degree, who is guilty in point of law and only guilty to the same extent as the principals in the second degree.

10th. Because the jury, as is evidenced by their finding as to the principals in the second degree, mistook the law, they supposing that the difference in degree of guilt, and as they found the principals in the second degree guilty of manslaughter only, and as the principal in the first degree as they supposed must in point of law be more guilty than those of the second, therefore that he must be guilty of murder; or in other words, the jury believed that all the principals did not in law stand equal in degree of guilt.

B. F. BUTLER, Counsel for Plummer, CHAS PELEG CHANDLER, Counsel.

MOTION IN ARREST OF JUDGMENT.

Mr. Chandler also submitted a second motion, being in arrest of judgment, setting forth :

1st. That the said indictment contains no sufficient allegation to show jurisdiction of the supposed offence there in charged to be in this Court.

2d. Said indictment contains no sufficient allegation that the said Archibald Mellen was within the power of, or the protection of the United Siates, at the time of the alleged offence upon him, so that said Court ought or could take cognizance thereof.

3d. That sasd indictment is composed only of loose sheets of paper tied together, without seal or other proper fastenings or referenee by which the various parts thereof may be indentified as belonging to each other, so that its integrity shall be preserved and unangeable without mutilation of the several parts.

4th. That said indictment in other respects informal, erroneous, insufficient, and void.

(Signed) B. F. BUTLER,
Of Counsel for Plummer.
CHAS. P. CHANDLER,
Of Counsel

Motion placed on file.

6/30/1859

[For the Standard.] 6/30/59

PLUMMER.—A few words are demanded from me, but gladly would I refrain, if by so doing, I could keep this subject from my mind. You will find that as the statement in yours of 28th, most entirely destroys the *low*, mean, contemptible and not least, libelant charges of the "*Atlas and Daily Bee*," of Saturday, so the accompanying affidavit silences another fiendish charge, made by convicted felons, and thoroughly disseminated by their agents, seeking to fasten if possible, the blood-shed upon the mate, (Provost,) who has already suffered all but death, in his connection with the horrible events that transpired on board the Junior. I have no disposition anew to go over that case, nor further to harrow the feelings of the public, but am perfectly prepared to say that I am not alone in the full belief that the doom of Plummer is inexorable.

I, Henry C. Kelley, 2d, of New Bedford, hereby testify and declare, that I have read an article in the Boston *Journal* headed, "The Junior Mutiny," purporting to be a statement of Richard Cartha, one of the Mutineers, in relation to the Junior Mutiny, which statement is said to be witnessed by three of the officers of the State Prison. That my occupation is that of a Shipping Master and Outfitter. That in July, 1857, I shipped to said ship, one John J. Hall, with one other man; that said Hall absconded and could not be found when the men were called for to go on board, and that I substituted and put on board in his stead a man named William Payne. That no one offered or paid me money, as stated in a document from C. F. Winslow, to a citizen of this city, or in any way tried to induce me to make this change. That it was done of my own accord. I am well acquainted with Nelson Provost; saw him nearly daily at that time and know that he was entirely ignorant of the whole matter, and do not believe that he (Provost) knew that he (Payne) was going in the ship, until he found him on board after the anchor was taken.

HENRY C. KELLEY, 2d.

Subscribed and sworn to before me,
WM. H. TAYLOR, *Justice of the Peace.*
New Bedford, June 29, 1859.

5/24/59

THE JUNIOR MURDERERS. — An anonymous writer in the Boston *Journal* of yesterday, endeavors to rescue Plummer from the imputation of having been the murderer of Captain Mellen, of the Junior. He maintains three points: first, that Plummer was not a man of bad character before he sailed in the Junior; second, that he was not the instigator of the mutiny; and, third, that he did not commit the murder of Mellen. The record made in the log-book is alleged to have been made at the dictation of Provost, and he is said to have testified afterwards to the falsity of the assertions in that record. The fact that Plummer was the instigator of the mutiny is said to be irreconcilable with the idea that he was unacquainted with navigation. A doubt is thrown out as to Provost's having been wounded at all.

As to the facts of the murder, the writer argues that, if, as Fifield testified, the charge of the gun passed through Captain Mellen's body between the ribs and hips, it must have lacerated the abdominal muscles so that he could not have risen up in his berth nor sprung out of it. But he did so rise and was on the floor when found. Hence the writer argues that he could not have been hit by the charge, and if Plummer killed him it must have been with the hatchet. But if he had done this it is contended that the blow could not have been struck without spattering Plummer with the blood. But no blood was found upon Plummer and therefore he did not strike the blow. On the contrary Fifield was covered with blood and hence it is presumed that he committed the fatal deed.

This is the substance of the argument in the *Journal*. It strikes us as being of too hypothetical a character to have much weight. We do not think, as the writer seems to imagine, that there is any cry here for Plummer's blood. There is a strong desire that those guilty of this horrible deed shall be punished. But if it shall appear that Plummer is innocent and the truly guilty parties can be brought to light, every one will rejoice that so serious an error as executing an innocent man has been avoided.

4/22/59 42

THE SENTENCE OF PLUMMER.—Cyrus W. Plummer was, yesterday, sentenced to be hung for the murder of Capt. Archibald Mellen, of the ship Junior. The reasons assigned by him why death should not be passed upon him, presented in an ably written document, drawn up probably by his counsel, will be found in another column. These considerations will be presented to the Executive and we should not be surprised if Plummer's sentence should be commuted. He has respectable and influential connections, who will spare no efforts to rescue him from so ignominious a fate.

Whatever we may think of Plummer's claims to clemency, all must allow that there is a great disproportion between his punishment and that of the others implicated in the crimes committed on board the Junior. If Plummer was guilty of murder no one can doubt that Cartha, Herbert and Stanly committed an offence of equal magnitude. If the jury could reconcile it to their oaths to bring in a milder verdict in the cases of the latter, we see no reason why they could not have been equally lenient towards the former. Their discrimination was singularly misplaced, and appears like vindictively pursuing an individual, instead of a calm and impartial administration of justice. The tendency of such verdicts is to lead men to extremes in the commission of crimes, as they will argue that they are equally likely to be punished for a gross offense as for one of less enormity.

JULY 5—1859

THE PLUMMER CASE.—*The Writ of Error.*—The arguments on petition for a writ of error for Cyrus W. Plummer, were heard at Portland on Saturday last. Judge Clifford refused the application on the ground that the U. S. Supreme Court had no appellate jurisdiction in criminal cases in the Circuit Court.

Mr. Butler, one of Plummer's counsel, then said they should move for a writ of error *coram vobis*, returnable into the Circuit Court.

Judge Clifford suggested that that course was obsolete, and that a better way was to petition to have the judgement set aside on account of the errors assigned.

Such petition was probably filed yesterday, and a hearing had thereon in chambers before Judges Clifford and Sprague at Boston to-day.

7/5/59

JULY 8—1859

PLUMMER BAPTISED.—The rite of baptism was administered to Plummer in the Jail, in Boston Thursday morning, by Rev. Dr. Lothrop. Plummer having expressed a wish to that effect at a time when he supposed the sentence of death would be carried into execution. After the news of the commutation had been received, Plummer desired to have no change in the arrangements for the ceremony—that he wished the more to have it done now, as he wished the world to know that he planted himself upon Christian principles, and that he meant in his future life to show that he was governed by them, and the rite was accordingly administered.

Plummer's demeanor, says the *Journal*, was solemn, and impressed those present with the conviction that wild and sinful as may have been his past life, he is now a changed man. He will go to the State Prison in a few days, with the determination, as he says, that the confidence exercised in him by those who have befriended him shall be seen not to have been misplaced. 7/8/59

43

Sentence of the Junior Mutineers.

PLUMMER'S STATEMENT.

AFFIDAVITS OF MESSRS. GARDNER, PATRICK, AND CARTHA. 4/22/59

In the U. S. Circuit Court, at Boston, yesterdap, Cyrus W. Plummer, Richard Cartha, William Herbert and Charles H. Stanley, the mutineers of the whileship Junior, were brought in for sentence.

Plummer was found guilty at a former trial of the murder of Capt. Archibald Mellen, and the other three were found guilty of manslaughter, on two indictments, for aiding and abetting in the death of Capt. Mellen, and of the third mate, John Smith.

Plummer looked sad and thoughtful, but the other three appeared careless and smiling. All the counsel were present except the Hon. B. F. Butler, senior counsel for Plummer, who was detained at Lowell, and did not arrive till sentence had been passed. The Court room was thronged with spectators, who occupied every available standing place in the room, and entry.

Judge Clifford directed the Clerk to inquire if he had anything to say why sentence of death should not be pronounced upon him.

The Clerk made the usual inquiry.

Plummer replied—I have very much to say, your Honors, but I have it written down, and do not feel myself competent to read it now; and I desire, if your Honors will allow it, that the Clerk should read my statement to the Court.

The Court assented, and several documents were handed to the Clerk, who read them, beginning with Plummer's statement, which was as follows:

PLUMMER'S ADDRESS TO THE COURT.

May it please the Court:

I am asked if I have anything to say why sentence of death should not be passed upon me. I have much to say. But I will not detain the Court long. I will not enter into arguments here; but I will briefly state the reasons why I think sentence of death should not be pronounced nor executed upon me, believing that these reasons more fully unfolded, by my friends, hereafter, and sustained by the evidence, legal and moral, and can be offered in their support, will satisfy, not simply the community, but the District Attorney, and above all, the President of the United States, in whose hands I am aware my fate must now ultimately rest, that the ends of justice and the security of the best interests of the commercial marine, would not be promoted by inflicting upon my person the last penalty of the law.

I object to sentence of death being passed upon me: 1st. Because I am not guilty of the death of Captain Archibald Mellen. His blood does not rest on my hands. Could all the facts in relation to the transactions of that night, as they are known and lie in the minds of the witnesses and prisoners now in jail in this city, be reached and fully laid before the Court, it would appear—

First, that I and others went down into the cabin of the Junior that night, not with the intention of committing murder, but for the purpose of taking prisoners and securing the captain and certain other officers of that ship. It would appear—Secondly, that the firing was at first accidental, and arose from a derangement of the plans agreed upon, and that the shot which I, standing in the cabin, fired in the dark—as is evident from the marks in the captain's stateroom, as to where the charge from the gun struck, and can be sustained by the evidence and opinions of Capt. Gardner, who brought the Junior home from Sidney, and who slept in the same berth occupied by Captain Mellen, and whose affidavit is in my possession—that the shot which I fired did not hit or wound Capt. Mellen, and could not have done so.

It would appear, thirdly, that the death of Capt. Mellen was caused by wounds inflicted with a hatchet in the hands of another person, who went into the captain's state-room, and who afterwards coming on deck, stated to another person that I "missed the captain, but that he did not miss him," and boastingly showed the blood on his Gurnsey frock, saying "it was the captain's blood, and that he was a butcher."

That man is Charles L. Fifield, whom I generously but unwisely screened from suspicion by assuming his crime that he might remain in the ship, because he came to me in tears and told me he dared not go on shore with the other men with whom he had quarreled, and who abhorred him and his conduct. I have been convicted by the perjury of that man, who, coming home without suspicion, has thoroughly exposed his baseness by throwing himself under the protection of the government, and partially confessing his guilt, has wickedly sworn his own crime on my head. I object, therefore, *first*, to the sentence of death being passed upon me, because *I am not guilty* of the murder charged upon me.

I object—secondly and strongly—because the real culprit—the most guilty person in my judgment—the one whose contriving brain and intriguing heart were the instigating cause of the conspiracy and mutiny on board the Junior, would not be reached in my person. Could all the men who were on board the Junior, on the morning of the 26th of December, 1857, be found and their testimony obtained—or, even perhaps without that—could all the facts and originating causes of what occurred on the night of the 25th of December, as they are known and lie in the minds of some, perhaps many of the prisoners and witnesses in this matter, now in the jail in this city, be fully ascertained and laid before the Court, I believe and maintain that it would appear that none of the forecastle and steerage men, none of the sailors on board that ship, would ever have conceived of, designed, or attempted to execute the conspiracy, mutiny and murder with which some of them now stand charged, had they not believed, and had reason to believe, that one of the officers of the ship was privy to their purpose, and would in several ways direct and indirect, aid in its execution. Could all the facts and the whole truth be ascertained, it would appear that the complicity of this officer with the events of the night of the 25th of December was the real instigating and encouraging cause of those events, while at the same time this complicity, owing to a misapprehension which arose at the moment, was the incidental cause of the deaths inflicted, and of the derangement of all intended subsequent plans. I object, therefore, to sentence of death being passed upon me, because I believe the ends of justice, and the promotion and security of the best interests of the commercial marine, make it the duty of the Government to probe this matter more deeply than has yet been done, and that in so doing they would reach the great culprit, the original and instigating source of the crime that was committed, in one of the officers of the ship, who deserves punishment more than myself or any other man belonging to the ship. To prove clearly to the court and to the world that I could not have originated the design to seize that ship and murder her officers, I have only to point to the record made in the log book after I left the ship, which admits and declares that my knowledge of navigation was not sufficient to carry me to any place to which I might wish to go. But, still, I probably knew more of navigation than any person on board, except the captain and mate. The providence of God is in that record, and it as clearly points to the base originator of the mutiny as it turns the suspicion and the odium of the design away from me. And while I cannot and will not attempt to justify myself for participating even to the slightest degree in the plans proposed to me, I still believe and maintain that if proper means are used by the Government, the greatest criminal will be brought to justice, others will be saved from punishments they do not deserve, and my memory, if the laws and society inexorably demand my death, will be relieved of the atrocities at present attaching to my name through the perjury and collusion of those who have heaped crimes upon my head which I never committed, and put fiendlike language into my mouth which I never conceived of nor uttered.

Thirdly and lastly, I object to sentence of death being passed upon me, because while I am guiltless of taking life, I used my best efforts to preserve life, and did in two or more instances actually preserve it, and through that preservation of life, was instrumental in preserving property, and restoring it to the owners. Without going into an enumeration of all the causes and influences which placed me in that position, I admit that after the morning of the 26th of December, 1857, I was at the head of the company on board the ship Junior, and had command of the ship and men, having been placed in that command by others without any previous arrangement, design, or solicitation of my own.

And I maintain that all my power and influence in that position, and up to the time at which I left the ship, were used and exerted to prevent bloodshed, to preserve life, to restrain thieving, to protect property, and that my influence did actually preserve the lives of two of the officers of the ship, Mr. Lord and Mr. Provost; and notwithstanding what has been said to the contrary, as I have learned, by the counsel for my fellow prisoners, in the trial which closed yesterday, I maintain that, after I was vested with authority, no act of mine, as commander of that ship, can be adduced (as my fellow prisoners, if allowed to testify, would bear strong witness), which would justify the assertion that I was imperious, tyrannical or oppressive, or that I exercised my authority in any way but what was necessary to preserve peace and order on board the ship.

Peace and order I did preserve. Life I did protect; and all parties, my fellow prisoners, the rest of the ship's company, and the owners of the property, instead of accusing me of an abuse of power, have reason to thank me for the way in which I used my power. Those who know all the facts, and are true to their own consciences, I believe do thank me.

In view of these facts I maintain what I know to be my real character, that I am *not* the bloodthirsty man that the law would make me out to be, and that the ends of justice and the security of life and property in the commercial marine under similar circumstances, would not be promoted, but jeoparded by passing and executing sentence of death upon me.

Let that sentence be executed, and hereafter whenever any man is placed in the position in which I was placed on the morning of the 26th of December, 1857, he will remember that "dead men tell no tales," and will be tempted by the remembrance of my fate, to use his authority, not to preserve but to destroy life, and sink or destroy property.

There are my reasons. Guiltless of bloodshed, led into crime by intrigue, and (as I believed then, and maintain now, was the fact) by the complicity of one of the officers of the ship with the enterprise, using my influence and authority after it was thrust upon me, to preserve life and property, I claim that the sentence of death ought not to be passed nor executed upon me.

This is all I have to say. I thank the Honorable Court for the opportunity to say this. The experience of the last fifteen months—especially of the last four months—has not been without its influence upon my mind and character. I am deeply sensible of my position, and of the solemn responsibility under which I speak.

But before God, who is to be my judge—on my honor as a man—on my faith as an humble and penitent believer in the Lord Jesus Christ, through whom I hope for mercy, I declare that I believe that all I have uttered is the truth. On that truth I object to the sentence now to be passed.

CYRUS W. PLUMMER.

This is to certify that we first became acquainted with Cyrus W. Plummer in June, 1855—that we have ever found him honest and trustworty in all our dealings with him—naturally impulsive, but free hearted and generous to a fault.

FRANK. P. SEABURY & SON.

New Bedford, March 8, 1859.

[This affidavit was sworn to March 8, 1859, before J. F. Dearborn, Justice of the Peace.]

Accompanying this statement were the following important affidavits, which were also raad:—

DEPOSITION OF ALFRED F. GARDNER.

I, Alfred F. Gardner, of Nantucket, Mass., late Master of bark Louisiana, on oath depose and say:—That on my arrival at Hobart Town, Van Dieman's Land, I was informed by the Harbor Master of the mutiny on board of the ship Junior, of New Bedford, and on thinking of the statements then made to me that the crew made no robbery, and the ship in position for soon going into port, where they could have run away, I saw no motive whatever for a revolt by the crew, and then told the Harbor Master that I believed the mate was at the bottom of the whole of it, and I afterwards expressed the same belief to the American Consul, Robert D. Merrill, Esq., at Sydney, several times in the months of March and April, 1858.

The Louisiana was sold at Hobart Town. I then went to Sydney via New Castle, and at Sydney agreed with the American Consul to take the ship Junior to New Bedford—this was say in March, 1858. I first saw Mr. Nelson Provost at the Royal Admiral Hotel, in Sydney. After some conversation and finding that I was from Nantucket, Mr. Provost showed me the daguerreotype of a lady, and told me "that was the girl he was going to marry when he got home," and asked me if I knew her? I told him no. Some few weeks after this I recollect having seen in one of the papers I had procured from the American whalers at Hobart Town (the "Flag of Our Union,") the marriage of Nelson Provost to Delia M. Dunham, which at the time of my first speaking to Mr. Provost I had forgotten. I afterwards told him of the advertisement of his marriage, when he replied that he guessed I had not seen any such notice.

On my home passage on board the Junior, I found the paper containing the notice of Mr. Provost's marriage to Delia M. Dunham, and shew it to Henry T. Lord, the second mate of the Junior under Capt. Mellen, and to others. It was believed at Sydney that Mr. Provost was an unmarried man, and that he kept company with a married woman; this was the general talk. I heard of it in various ways, and the latter report from the woman's own husband, Mr. Cowell. I saw in August, 1858, a ring upon Mr. Provost's finger, in Boston, and on joking him, he held it up to me, so that I could see the letters "C. C." marked for Catharine Cowell upon it. In March, 1859, I looked at Mr. Provost's hand but found no ring upon it.

At Sydney a Mr. Brown, the brother-in-law of Mrs. Catherine Cowell, handed me a letter directed to Nelson Provost, and desired its delivery to him, and on my arrival at New Bedford it was sent with the other mail bag letters to the Post Office. The next day, I think it was, I saw Mr. Provost and told him of the letter I was requested to hand to him, and that I thought it had gone to the Post Office with my other letters; he wanted me to look for the letter and to give it to him as he said, "so that his wife should not get hold of it."

The impressions I had formed of the mate of the ship Junior were such that I did not wish to have him to return with me in said ship, and so I informed the American Consul at Sydney, and he, Mr. Provost, was provided with a passage on board the ship India, of New London, Capt. John Rice, for that port, and in about three weeks I left for New Bedford.

On my home passage on board ship Junior, I occupied the berth which Capt. Mellen occupied on her outward passage, and at a distance of from two to two and a half feet from the head of the berth, and on the ceiling on the back of it, there was a space about four inches one way by seven or eight the other, perforated by balls and shot, apparently three large cutting into each other, and three or four of smaller size scattered within this space.

In my repeated examinations of the place where the charge struck the back of Capt. Mellen's berth as I lay in it, I have never been able to conceive how it could have been possible, and I do not believe that either of the balls of that charge could have touched the body of Captain Mellen as he lay in that berth. My opinion is that no shot could have touched Capt. Mellen's body with a common mattrass in the berth without striking the front berth board, and if it had struck the front berth board the charge could not have entered the ceiling where it did, so much above the level of my body; and if any part of the charge

had struck Captain Mellen's body, as testified in Charles L. Fifield's testimony, I do not believe that the rest part of it could have struck where it did. Neither can I conceive that Captain Mellen could have spoken or got out of his berth, if he had been hit by any part of that charge.

The paper dated Boston Jail, March 1, 1859, hereto annexed, purporting to have been signed by Richard Cartha, marked by me with the initials of my name, A. F. G., substantially agrees with the statement which said Cartha made to me in December, 1858.

I have seen the statement of Cyrus W. Plummer, of 41 pages, dated March 16 and 19th, 1859, of Nelson Provost having been at the bottom of all the troubles that happened on board the ship Junior, and they agree with the first impression that came into my mind at Hobart Town, on my first hearing of the mutiny—when I told the harbor master at that place, as I have hereinbefore stated.

Having been excused by the several counsel, and by the District Attorney at Boston, from further attendance on the trial of the seamen charged with the mutiny on board the ship Junior, and having taken command of the ship Saxonville, bound hence to Hong Kong, China, for a long voyage, I have felt it my duty, for the protection and reputation of American officers, as well as for the interest of the owners, and all others concerned in the navigation, to leave behind me a statement of what I have conceived and now believe to be true, relating to the origin and particulars of all that took place on board the ship Junior, and I have never had another opinion or belief.

I feel it my duty also to say that in making this statement I do not mean to exculpate the men, or either of them, from being led into the mutiny, as I believe they were. The law being maintained, let the Executive exercise his right to exculpate as time shall develop and make it expedient.

The statement of 41 pages hereinbefore referred to is written by Dr. C. F. Winslow and Rev. C. K. Lothrop. ALFRED F. GARDNER.

DEPOSITION OF GEORGE M. PATRICK.

I, George M. Patrick, of Chelsea, in the County of Suffolk and Commonwealth of Massachusetts, on oath depose and say—that I am 27 years old; that I have been mate for seven years; that I have been mate under Capt. John P. Rice, of New London, for nearly four years; that I was mate of the ship India, under Capt. Rice, from Sydney to New London, in 1858, on board of which ship, on her home passage, was Nelson Provost, late mate of the ship Junior, of New Bedford, who came as a passenger, sent by the American Consul, and three of the crew of the Junior, who shipped as part of the ship India's crew on her homeward passage; I was introduced to said Provost by Mr. Lord, the 2d mate of the Junior, at Sydney, and while walking with Provost in Sydney, he asked me if I saw those officers (guards) watching him; I told him no; he then said they were, and had been for sometime; I asked him what for, but he declined to answer. I then believed him a guilty man, who knew more or less about the mutiny; he told me that he kept company with a Mrs. Cowell and her two sisters, and boasted to me of his intercourse with females; on the passage home he told me he was a married man, and had a wife in Nantucket.

On the passage home it was talked over by the crew of the India, that Provost was at the bottom of all the mutiny on board the Junior; this was the general belief among the men; I believed it myself, and felt that I had good reason for doing so, aside from the reports from the men; I was led to believe that Provost was concerned in the mutiny before I saw him at Sydney, and my convictions were afterwards confirmed, and I have never been able to change my opinion to this day, but was confirmed by the declarations of Provost himself; he told me, when about thirty days' sail from Sydney, that he knew what was going to take place, on the night of the mutiny, before he went to bed; that he had taken but two glasses, one at four in the afternoon, and one just before he went to bed; this he told me near the edge of the evening, when talking with him, leaning over the rail.

I told him they would hang him when he got home; he said he guessed not; I have often told Provost they would hang him; when I did so he would sometimes turn pale; he was often terrified in his sleep; I have heard him say he was afraid some one would kill him; he was very restless nights, and would throw up his arms and say this, and always seemed to be in fear of something; I was often on board the Junior at Sydney, and while there asked Provost who that big man was on board; he said his name was Fifield; I asked him if he had anything to do with the mutiny; he said he had, that he was one of the ringleaders; I asked him why he was not put in jail; he said he did not know.

Provost told me that he turned in early on the night of the mutiny, and that before he turned in he read three chapters of the Bible; he told me there was a bottle of whiskey dealt out to the men before he went to bed, but I don't recollect who he said dealt out the whiskey to the men.

Provost told me the first thing he heard on the night of the mutiny was the word "fire," and he then raised himself up in his berth and felt something hit his shoulder; he then laid down a few minutes; after that he said he heard the Captain say I am murdered; that he took Capt. Mellen and laid him down on his chest, and that the captain died in his arms; Provost told me he took the captain's revolver, and loaded two barrels, and put two balls in into one barrel; he told me the pistol would not go off, and said the reason why the pistol would not go off was that the barrel had two balls in it; after taking the pistol, he said he went to go between decks, and as he passed the steerage he met three or four of the men, and passed on, he saying nothing to them, and they nothing to him, and hid himself between decks; he said he heard some one say "come up without arms and you shall be saved"—he said he went to the foot of the ladder leading to the deck, and made a shuffling noise, in imitation of ascending the ladder to the deck, and while doing so heard Cartha sing out, "hold on, when he comes up I will fix him." He told me he should have been killed when he came up out of the hold, had it not been for Plummer, and that Plummer saved his life; he said he was fired at when coming up out of the hold, and that Plummer knocked the muzzle of the gun down, and that the shot or charge went between Plummer's legs; he also told me he had a chance to kill Plummer twice, when he, Provost, was in the hold; I asked him why he did not kill him—he said "he did not want to;" I asked him the reason why, and told him if Plummer was the ringleader he ought to have shot him, and he could have easily have secured all the rest of the crew or brought them to subjection, but he would give me no answer.

Provost told me he was born in Canada, and I supposed him to be a sort of Canadian Frenchman. The cook told me that Provost lived just over the line in Canada, near where he, the cook, was born; he, Provost, also told me on the home passage, that he had been to California; that he there kept a place of entertainment, and as people came in he would treat them—get them drunk, play cards with them and cheat them out of their money; this business, he said, he kept up for some time, and boasted of the gains he made by it. He said he had been up and down the coast of California as mate of a little brig which carried lumber; he told me the name of the brig and the captain's name, which I cannot now clearly recolleet; the brig, he told me, carried five men before the mast, and traded at the different ports on the coast; I have repeatedly seen Provost cheat at playing cards, while looking on in a private room on board the India; and I believed him then, and believe him now, to be wholly devoid of principle.

He told me he had bought a counterfeit bill, I think it was a $3 bill, for three shillings; he shewed me the bill when about ten days out on her home passage, and told me it was counterfeit. After we arrived at New London he tried to pass this bill, but it was refused, but on board the cars for Boston he did pass it to the conductor, and then turned to me and said "I got that off well." I told him that he might get himself into trouble for it, and before he left the cars the conductor came back and told Provost the bill was counterfeit, and demanded a good bill for it, which Provost gave him.

Provost had a sextant, which the men thought was Capt. Mellen's. I do not think he knew much about navigation; he tried to learn a missionary on the home passage, but after a while the missionary came to me and told me that Provost could learn him nothing, and that he believed he knew as much about navigation as Provost; the missionary told Capt. Rice the same, and I believed it correct.

I have seen the printed copy of a letter, dated Western Islands, August 20, 1857, purporting to have been signed by Archibald Mellen, directed to Provost's wife. I do not believe that Capt. Mellen ever wrote a word of that letter, neither do I believe Provost had education enough to write such a letter. It looks to me like the style of writing of Henry Mason, one of the Junior's men, now in Boston jail, who came home in the India, seaman.

Provost has got a deep head, and is competent to originate and carry forward just such a mutiny as occurred on board the Junior.

And I was never able to get it out of my mind, before he told me that he knew of it before he went to bed, as I have before stated, but he was at the bottom of the whole of it.

GEORGE M. PATRICK.

Boston, April 14, 1859.

Witness, THOMAS LORD.

STATEMENT OF RICHARD CARTHA.

BOSTON JAIL, March 1.

I was on board the whaleship Junior at the time of the mutiny of her crew, in December, 1857. On the morning of the 29th December, Fifield came to me, and said, "Plummer missed the old man, but I did not miss the old bugger." He said, "Look at the old bugger's blood on my Guernsey frock." I asked him whose blood it was. He said, "the captain's." Fifield broke open the officer's chest, and took out the contents. An individual drove him away from it. Fifield told me to get the captain's things for him. I asked him what right he had to them. He then pointed to the blood on his sleeve, and said, "look at that." In the afternoon he came to me again, and wanted to know if I had got the captain's things for him. I said, "No; it was enough for him to have the captain's life, without his things." He said he would kill the officers if he did not get the captain's things. I told him that Plummer had given his word that the officers should be spared, and Plummer would keep his word. Fifield then said, "I am a butcher, and will not be stopped by Plummer or any one else."

He said "You had better keep out of my way if you don't want me to roll you up in my frock and throw you overboard," and at the same time he came toward me with a hatchet in his hand, raised above his head. I truly believe that Fifield actually killed Captain Mellen, by striking him with a hatchet, and that he was the *active leader* of whatever was done on that unfortunate night. (Signed.) RICHARD CARTHA.

Witness, F. W. PELTON.

[The letter purporting to be written to Mrs. Provost by Capt. Mellen, referred to in Capt. Gardiner's letter is as follows. It should be stated that Capt. Mellen's father also, does not believe that it was written by his son:]

SHIP JUNIOR, Western Islands, August 20, 1857.

MADAM—I beg of you to excuse the liberty I have taken to address you, being almost an entire stranger to you, but read it first and condemn me afterwards. First, allow me to congratulate you on your choice of a husband, there are very few such now-a-days. I have known him by reputation several years, at least I thought that I knew him, but I speak the truth when I say that I never have seen one that pleased me so well as Nelson Provost. He is a very good officer, strict but not severe, a man of very temperate habits, a pleasant companion, such a one as will make the long tedious days, weeks and months of a whaling voyage pass quickly away. He is the only one besides myself that knows anything about navigation on board the ship, but he is a very good navigator. We pass the evenings very pleasantly. * * * * We are now most into Fayal and I must close this. I could fill up a dozen sheets writing about him. If the Lord is willing I will bring him home to you in two years. Give my respects to your father, mother, and the rest of your family. And now I crave your pardon once more, and will close by wishing you health and all the happiness the world affords, and sign myself

ARCHIBLE MELLEN, Master of ship Junior.

An application of the prisoner's counsel to have the time for the execution of sentence delayed until information could be procured from Sydney and laid before the President, which would take 5 or 6 months, having been declined by the Court, Judge Clifford relating that the prisoner had been arrested last July, tried and convicted last November, and the time already consumed would not allow the Court to be governed by the suggestion of the counsel to any considerable extent. The Executive had the power of reprieve as well as of pardon, and such action was clearly within his, and not the Court's jurisdiction.

Judge Clifford then addressed Plummer, preliminary to passing sentence upon him. He reviewed the circumstances of his arrest, arraignment, examination and trial, with its forms and incidents. He had been tried as he had elected, before God and his country, and he was now legally convicted of the murder of Archibald Mellen. His crime being established, he must now expiate it as the law provides. He expressed no intention, in reverting to his crime and trial, to harrow his feelings, but only to show that he had had the privileges to which he was entitled. One privilege was still left him, a priceless boon, which had been denied to the victim of his crime. His sentence would forewarn him of its execution, and give him time to prepare to meet his God. Archibald Mellen had no such privilege, but when his murderer stole softly to his berth, and inflicted the fatal wound, he awoke to find himself in the agonies of death. He urged him to direct his mind to a preparation for death. His concluding words were as follows:

All that now remains for the Court to do is to pronounce upon you the last words of the law. It is considered upon by the Court that you be taken back to the place where you have been confined, and that you remain there till—

FRIDAY, THE 24TH DAY OF JUNE,

next, between the hours of eleven o'clock in the forenoon and one o'clock in the afternoon; and that you be then taken to the place of execution, and hanged by the neck till you are DEAD, *and may God have mercy upon your soul!*

During the delivery of this sentence Plummer was affected to tears. At its conclusion he was taken from the court room and remanded to jail.

Judge Sprague then proceeded to pass sentence upon Cartha, Herbert and Stanley.

After some preliminary remarks, he said that the Court had heard no evidence or arguments to show extenuating or mitigating circumstances. The sentence was limited by law to three years and a fine of $1000 on each offence. In consideration of their having remained in confinement since their conviction at a former trial, a portion of that time would be deducted from their sentence.

On the first indictment they were sentenced to two years and ten months confinement with hard labor, in the State Prison at Charlestown, and $1000 fine each. On the second indictment, they were sentenced to three years in the State Prison at Charlestown, with a fine of $1000 each.

In case of non-payment of fines before the expiration of their sentence to the State Prison, they are to be severally committed to jail, to remain until the fines are paid or they are discharged by due course of law, Cartha to be confined in the Suffolk County jail in Boston; Herbert in the Middlesex County jail in Cambridge; and Stanley in the Norfolk County jail at Dedham.

The prisoners were then remanded to jail.

44

End of "JUNIOR" Mutiny

END

1868

29

THE WHALE FISHERY OF 1868.

We are indebted to the publisher of the *Whalemen's Shipping List* for the following interesting facts and figures in regard to the operations, &c. of the Whaling Fleet during the past year. The tables and data have been carefully compiled and arranged by one of our most practical business men, and present a correct and comprehensive view of the subject.

The number of vessels from the Atlantic ports engaged in the fishery January 1st, 1869, is 220 ships and barks, 23 brigs and 87 schooners, with 73,105 tonnage, showing an increase of only one vessel as compared with last year, but a falling off of 1,489 tons, of which 878 tons grow out of remeasurements by the new system, to which we add 6 vessels from the port of San Francisco, with 1,414 tonnage, making the total number of vessels from the United States January 1st, 1869, 336, with a tonnage of 74,519, being within 75 tons of that of 1868.

The usual number of whalers have returned during the year, generally with satisfactory catches, and quite as favorable results as anticipated, the price of sperm oil ruling steady during the year, while in whale, a generally advancing market was maintained; and in September, owing to news from the fleet as late as the middle of August, announcing a failure up to that date, holders of the small stock then on hand, 17,500 bbls., demanded $1.25 per gal. and upwards. Whalebone was similarly affected, selling in the summer at 85 cts. per lb. currency, and advancing to $1.42½ with sales, and held at still higher prices. A month later, however, more favorable news was received, and nearly all of the ships in the Arctic did well, many making extraordinary cuts. In one instance, the bark John Howland, taking 1,000 barrels of oil in four days in the latter part of September, and many other vessels an average of 1,000 bbls. in thirty days, the largest catches being the ships Reindeer, 1,550 bbls., and the Florida, 1,700 bbls.

Owing to the low prices ruling for whale oil and whalebone, in the early and middle part of the year many of the ships returning from the North Pacific, were put into the sperm and right whale fishery in the Indian and Southern Oceans, which will account in part for the small fleet to go North in 1869, and many ships will return home this Spring, having completed three or more seasons. So that as the Whale Fishery now stands, there will not probably be over 50 ships of all nationalities cruising in the North Pacific in 1869, a smaller number than since 1863; leaving the rest of the whale fleet, about 239 ships, to pursue sperm whaling in whole or in part in every other ocean and sea.

The fleet cruising in the North Pacific consisted of 68 vessels, of which 7 were foreign, against 101 vessels in 1867; 2 vessels were lost, the Corinthian and the Hae Hawaii, the former having taken 1,050 barrels oil and 15,000 pounds bone, which were saved, and the latter 1,200 barrels oil and 15,000 pounds bone which were lost with the vessel, There were also 4 trading vessels that visited those waters, and returned with 185 barrels oil and 22,500 pounds bone.

The Arctic Ocean fleet comprised 37 American and 4 foreign vessels, and caught 35,005 bbsl. wh. oil and 575,200 pounds bone, an average of 854 bbls. oil and 14,030 pounds bone; whereas in 1867, 77 vessels caught 50,115 barrels whale oil and 807,800 pounds bone, an average of 651 barrels oil and 10,492 pounds bone.

The Ochotsk fleet comprised 7 American and 1 foreign vessel, and caught 4,960 barrels whale oil and 50,500 pounds bone, an a verage of 620 bbls. oil and 6,312 pounds bone; whereas in 1867, 14 vessels caught 9,320 barrels whale oil and 117,500 pounds bone, an average of 665 barrels oil and 8,393 pounds bone.

The Kodiac and Bristol Bay fleet comprised 17 American and 2 foreign vessels, and caught 7,635 barrels whale oil and 68,800 pounds bone; whereas in 1867, 10 vessels caught 5,465 barrels whale oil and 47,700 pounds bone, an average of 546 barrels oil and 4.770 pounds bone.

The entire fleet of 68 vessels caught 47,600 barrels whale oil and 694,500 pounds bone, an average of 700 barrels oil and 10,213 pounds bone, showing a better average than in 1867, when 101 vessels caught an average of 642 barrels oil and 9,633 pounds bone.

The Cumberland Inlet fleet comprised 12 American vessels, of which four returned, bringing 2,250 barrels whale oil and 36,000 pounds bone. The bark Andrews was totally lost, having no oil on board. The fleet for 1869 will number about the same as in 1868, 7 vessels are wintering there, and had taken up to the latest dates, but 5 whales.

NORTH PACIFIC FISHERY.

Table showing the number of American ships engaged in the North Pacific Fishery since 1859, the average quantity of oil taken:

1860	121	ships averaged 518 bbls	—62,678 bbls
1861	76	ships averaged 724 bbls	—55,024 bbls
1862	32	ships averaged 610 bbls	—19,525 bbls
1863	42	ships averaged 857 bbls	—36,010 bbls
1864	68	ships averaged 522 bbls	—35,490 bbls
1865	59	ships averaged 617 bbls	—36,415 bbls
1866	95	ships averaged 598 bbls	—56,925 bbls
1867	90	ships averaged 640 bbls	—57,620 bbls
1868	61	ships averaged 708 bbls	—43,230 bbls

The Atlantic Whale Fishery has been carried on by about as many whalers as in 1867, with quite as favorable returns. The vessels from Provincetown and ports Eastward, comprising nearly one-half the fleet, averaging about the same quantity of oil as in 1867, but owing to the increased cost of the vessels added, and the reduced price of sperm oil, the business was not, on the whole, as remunerative.

The fleet in the Pacific Ocean was nearly as successful as in 1867, those that met with extraordinary luck in that year having continued to take large quantities of oil, more especially those cruising in the South Pacific, while some of the vessels cruising on the West Coast of South America took good cuts of oil. The fleet will be somewhat increased the present year, being about 60 American ships, including some of the most successful which are expected to return home.

Panama has proved a convenient port for transhipment of oil home, there having been quite a number of whalers there the past year to receive supplies and to ship their oil, amounting to 3,250 barrels of sperm. The reduced price of freight to six cents, gold, per gallon, with prospects of a further deduction, will probably induce more vessels to visit there in future.

The Sperm Whale fleet for 1869 will be distributed about as follows:—In the North and South Atlantic, about 150 vessels. the usual number for the past three years. exclusive of homeward bound vessels. In the Indian Ocean, 35 vessels, against 31 in 1868. In the Pacific Ocean, 54 vessels, against 46 in 1868. Total, 239 vessels.

IMPORTATIONS.

Of Sperm Oil, Whale Oil, and Whalebone into the United States in 1868.

	Bbls. Sp.	Bbls. Wh.	Lbs. Bone.
New Bedford,	31,841	49,939	667,507
Fairhaven,	656	2,077	17,118
Marion,	554	62	
Westport,	362	30	
Dartmouth,	95		
Dist. N. Bedford,	33,508	52.108	684,625
Edgartown,		1,310	
Provincetown,	2.698	1,524	
Boston,	2,724	432	
Salem,		6	
Beverly,	190	4	
New London,	66	7,761	61,700
Sag Harbor,	315		
New York,	6,646	2,153	154,525
Nantucket,	597	229	
Tisbury,	208		
Newburyport,	222	48	
Total.	47,174	65,575	900,850

IMPORTS FOR 1868.

	Bbls. Sp.	Bbls. Wh.	Lbs. Bone.
January,	2,338	396	26,732
February,	1,004		3,332
March,	720	7,997	168.422
April,	3,424	16,664	257,565
May,	4,305	19 669	249,030
June,	5,324	5,745	7,461
July,	2,799	1 382	9,698
August,	7,742	6,105	21.042
September,	9,903	4,779	29,006
October,	6,690	1,972	2,932
November,	2,440	866	13,630
December,	485		112,000
Total,	47,174	65,575	900,850

EXPORTS.

Of sperm oil, whale oil and whalebone from the United States for the last nine years:

1868	18,619	9,885	707,882
1867	25,147	18,253	717,796
1866	10,630	618	521,400
1865	20,158	1,160	202,100
1864	45,000	12,000	550,000
1863	18,366	11,297	279,394
1862	27,976	68.583	1,004.981
1861	37,547	49,969	1,145,013
1860	32,752	13,007	911,226

STATEMENT

Of the average price of Sperm and Whale Oil for 1868:

	Sperm Oil. cents.	Whale Oil. cents.
Jannary	200	64
February,	200	66
March,	200	70
April,	200	73
May,	200	77
June,	200	80
July,	189½	80
August,	180	85¼
September,	186	100¼
October,	195	112¾
November,	189	90
December,	175	85

Average price of Sperm oil for 1868, 192 cents per gal.
Average price of Whale oil for 1868, 82 cents per gal.
Average price of Whalebone for 1867, 102¼ cts. per lb.

STOCKS

Of oils and whalebone in the United States, January, 1st, 1869.

	bbls. sp.	bbls. wh.	lbs. bone.
New Bedford,	9,355	14,740	132,200
Westport,	1,650	30	
Edgartown,		1,400	
Nantucket,	115		
Boston,	1,220	530	
New York,	350		67,800
Sag Harbor,	310		
Total,	13,000	16,700	200,000

The home consumption of sperm oil in 1868 was 19,055 bbls.; of whale oil 72,390 bbls. and of whalebone 246,968 lbs. In 1867 it was 22,986 bbls. sperm; 58,836 bbls. whale oil, and 181,600 lbs. whalebone, showing a decrease of sperm oil, but a very satisfactory increase of whale oil and whalebone.

The imports for 1868 we estimate at from 50,000 to 55,000 bbls. sperm; 60,000 to 75,000 bbls whale oil and 600,000 to 700,000 lbs. whalebone.

1868

Opposite End

for

"Junior"

Whitridge

Ship Contest,	441	Merchantman.
Bark D. Franklin,	171	Talcahuano.
Ship Draper,	291	Merchantman.
" Elizabeth,	329	Merchantman.
Bark Elliot C. Cowdin,	280	Merchantman.
Schooner Glendower,	112	Condemned.
Bark Golconda,	331	Captured.
Ship Henry Kneeland,	304	Lost.
" Ship Hope,	295	Lost.
" John Coggeshall,	338	Merchantman.
Bark John Wells,	366	Merchantman.
" Joshua Bragdon,	270	Merchantman.
" Mary,	287	Lost.
Ship Mary Wilder,	213	Merchantman.
" Messenger,	291	Valparaiso.
Bark Pacific, 2d,	314	Sagharbor.
Ship Parachute,	331	Lost.
" Petrel,	352	Merchantman.
" Sea Gull,	455	Merchantman.
Bark Smyrna,	219	Burned.
" Sun,	184	Condemned.
" Two Brothers,	288	Merchantman.
Ship William Kotch,	290	Merchantman.
Twenty-seven vessels,	8,094	tons.

Fairhaven.

WITHDRAWN.

Ship Lydia,	351	New London.
" Mary Ann,	355	Merchantman.
Two vessels,	706	tons.

Sippican.

Withdrawn, schooner, James,	80	Lost.

Westport.

Withdrawn, bark Sacramento,	218	Merchantman.

Edgartown.

Withdrawn, schr. C. C. Comstock,	95	New Bedford.

Nantucket.

WITHDRAWN.

Ship Constitution,	450	Merchantman.
" Edward Carey,	353	Merchantman.
Two vesssls,	803	tons.

Falmouth.

Withdrawn, ship Com. Morris,	355	Sold.

Provincetown.

ADDED.

Schoooner C. H. Cook,	?	
" Sassacus,	160	tons.

WITHDRAWN.

Bark Civilian,	201	Merchantman.
Schooner Clara L. Sparks,	128	
Bark F. Bunchinia,	206	Merchantman.
Schooner Oread,	97	
Bark Spartan,	188	Sold.
Five vessels,	820	tons.

Boston.

Added, schooner S. N. Smith,	150	tons.
Withdrawn, bark Rothschild,	261	Condemned.

Warren.

Withdrawn, bark Dromo,	267	Condemned.

New London.

ADDED.

Schooner Era,	188	tons.
Bark George & Mary,	168	"
Schooner Helen F.,	108	"
" Isabel,	95	"
" Leader,	81	"
Bark Lydia,	351	"
Schooner S. B. Howes,	101	"
" Somerset,	201	"
Eight vessels,	1,293	"

WITHDRAWN.

Schooner Pacific,	161	Wrecked.
Bark Ripple,	234	Talcahuano.
Two vessels,	395	tons.

Sagharbor.

ADDED.

Bark Ocean,	165	tons.
" Pacific,	314	"
Two vessels,	479	"

The number of vessels and amount of tonnage employed in the whale fishery, on the 1st of January of each year, from 1845, has been as follows:

	Ships & Barks.	Brigs.	Schs.	Tonnage.
1845,	643	35	17	218,655
1846,	678	35	22	233,189
1847,	670	31	21	230,218
1848,	621	22	16	210,663
1849,	581	21	12	196,110
1850,	510	20	13	171,484
1851,	502	24	27	171,971
1852,	558	27	35	193,990
1853,	599	30	32	206,286
1854,	602	28	38	208,399
1855,	584	20	34	199,842
1856,	585	21	29	199,141
1857,	593	22	40	204,209
1858,	587	18	49	203,148
1859,	561	19	45	195,115
1860,	508	19	42	176,842
1861,	457	14	41	158,746
1862,	367	11	40	126,459
1863,	301	10	42	103,247
1864,	257	6	42	88,774
1865,	226	7	45	79,902

THE WHALE FISHERY.

REVIEW OF THE YEAR 1864.

The past year has not witnessed a very general success in the whale fishery, as far as the amount of catchings is concerned, but the business has still been quite profitable, owing to the unprecedentedly high prices of the staple products, many of the vessels which have completed their voyages having left port before the great advance in the price of everything required for whaling outfits, consequent upon the rise in gold and the depreciation of our currency. The vessels which have been fitted during the year have sailed upon the theory that the prices of oils and whalebone will not fall, if at all, before they have shipped home enough of their catchings to make up the difference between the cost of outfits at present prices and with gold at a considerable reduction. The reduced fleet, and of course the small catch expected, have also been inducements for owners to fit their ships, and nearly all the vessels in port will without doubt be fitted in the Spring, if gold comes down enough to materially lower the cost of outfits.

When the whaling fleet in years past was being rapidly increased, able and experienced officers were scarce, and many incompetent persons were promoted to the quarter-deck; but with the present reduction of the fleet the scarcity is removed, and although the navy has absorbed a large number, our merchants can now be pretty certain of securing first class men for masters or other officers.

The increased demand for sperm oil by exporters, in the face of petroleum and all other substitutes, is a gratifying feature of the year. The demand for all purposes has not only taken up the importation as received, but has also diminished the stock left over in January. Taking into account the small stock now held, and the probability that the import for 1865 will not much exceed half that of the past year, there can be no doubt that the price of sperm oil, speaking relatively to the value of gold, will be well sustained. The importation during the present year will probably fall short by about 40,000 barrels of the consumption of last year, and this will have an effect on prices. But the price is not high enough to make sperm whaling remunerative. To make the business profitable, with the present cost of conducting it, sperm oil should command nearly $4 per gallon.

Whale oil commands a good price, and will probably continue to do so, as the supply will not exceed the demand for consumption, the estimated importation being a reduction from the amount received last year, and the stock on hand being less than it was a year ago. The smallness of the stock is especially encouraging to those who held large quantities from year to year only a few years ago.

Whalebone also rules at a high figure, and though the amount in first hands is more than for a few years past, the decreased import expected will prevent any considerable decline.

The price of sperm oil in January was $1.60 per gallon. It rose to $1.66 in February, and fell back to $1.60 in April, and from that time steadily advanced to $2.33, the highest price during the year, in July. It ruled from $2.25 to $2.30 for a few weeks, but at the close of September had fallen to $2, at which price it remained for some time, but during the latter part of November and the month of December was quoted at from $2.10 to $2.15. The average price for the year is $1.92 7-8. The fluctuations in whale oil, also depending much upon the depreciation of the currency, were of course about the same, ranging from $1.10 per gallon in January, March, and April, to $1.55 in August, the highest price realized. The limited stock in the country had the effect to sustain this price for more than a month, and the year closed with southern whale oil at $1.47 1-2, there being only 450 barrels of northern oil in the market. The average price for the year was $1.28 1-4. Whale bone commenced the year at $1.50, sold two months afterward at $1.40 to $1.45, gradually rose until September, when $2.40 was obtained, and closed the year at $2.18. The average price for the year was $1.82.

The following table gives the average prices of oil and bone for the past 24 years:

	Sperm.	Whale.	Bone.
1841,	100	30½	19
1842,	94	31⅜	19⅝
1843,	73	33⅜	23
1844,	63	34½	35¾
1845,	90½	36½	40
1846,	88	32⅞	33⅝
1847,	87⅞	33¾	34
1848,	100¼	36	36⅞
1849,	108⅞	39⅞	31¾
1850,	120⅔	49¼	34⅜
1851,	127¼	45⅝	34½
1852,	123¾	68	50¾
1853,	124¾	58½	34⅛
1854,	148¾	58⅝	39¼
1855,	177¼	71⅛	45¼
1856,	162	79½	58
1857,	128¼	73¼	96¾
1858,	121	54	92¼
1859,	136¼	48½	79¾
1860,	141⅜	49½	80¼
1861,	131⅛	44⅞	72⅞
1862,	141⅜	59¾	95
1863,	162½	95⅔	155⅓
1864,	192⅞	128¼	182⅓

During the year a large number of very successful voyages have been completed; and while from the circumstances named above very few have resulted badly for the owners of the vessels, several have paid enormous profits.

The success of the Arctic fishery in 1863 caused the dispatch of a much larger fleet to that ocean the past season, several sperm whalers having been ordered to leave their cruising grounds for the north. But the result has been extremely unfavorable. The fishery in the Ochotsk sea, which the year previous was a failure, has been generally better rewarded than that in the Arctic ocean, though several vessels visiting that quarter the past season have been unlucky. The weather upon both grounds was very bad. The North Pacific fleet the last season numbered 88 vessels, including 11 from the Sandwich Islands, 2 from San Francisco, 2 from Havre, and 1 Oldenburg vessel. Seventy-six of these fished in the Arctic ocean, of which all but one have been reported since leaving the fishing-ground, with an average catch of 488 barrels of oil. The remaining 12 vessels, constituting the Ochotsk fleet, average 684 barrels each, and the average catch of the aggregate of 87 vessels reported is 515 barrels.

The following table gives the number of ships engaged in the North Pacific fishery for the last 19 years, and the average quantity of oil taken:

1845	163	vessels averaged	953 bbls.
1846	292	" "	869 "
1847	177	" "	1,059 "
1848	159	" "	1,164 "
1849	155	" "	1,334 "
1850	144	" "	1,692 "
1851	138	" "	626 "
1852	278	" "	1,343 "
1853	238	" "	912 "
1854	232	" "	794 "
1855	217	" "	873 "
1856	178	" "	822 "
1857	143	" "	796 "
1858	196	" "	620 "
1859	176	" "	535 "
1860	120	" "	518 "
1861	76	" "	724 "
1862	39	" "	861 "
1863	55	" "	770 "
1864	87	" "	515 "

San Francisco has become an important recruiting station for the North Pacific fleet. The completion of the telegraph line across the continent has no doubt been a principal cause of drawing many vessels which have usually rendezvoused at the Sandwich Islands. The difference in exchange, and the greater facilities for shipping catchings home, have also doubtless exercised an influence in the same direction. The opinion at the Sandwich Islands appears to be that the cost of exchange is the most important cause of our vessels deserting their ports for San Francisco, and their return is anticipated on the resumption of specie payments in this country.

The Hudson's Bay fleet, which did so well in 1863, has been extremely unfortunate the past year, only a few vessels having made good catches. Some of the hardy adventurers to that inhospitable region have come to the conclusion that the business in that small sea has seen its best days; but there is no knowing that whales may not be plenty there the very next season. The fleet consisted of 20 vessels, which averaged a catch of 274 barrels. Last year 9 vessels averaged 811 barrels.

The sperm whaling fleet has not been as large as in 1863, but the result has been fair in all quarters, except on the Western ground.

During the year there have sailed on whaling voyages 96 vessels, as follows: From New Bedford, 8 ships and 7 barks for the North Pacific ocean, 3 ships and 10 barks for the Atlantic, a ship, 5 barks and a schooner for Hudson's Bay, 2 ships and 4 barks for the Pacific, a ship and 2 barks for the Indian ocean, 3 barks for the Atlantic and Pacific oceans, and a ship and bark for the Indian and Pacific; from Fairhaven, a bark and brig for the Atlantic, a brig for Hudson's Bay, and a ship for the North Pacific; from Sippican, 2 schooners for the Atlantic; from Westport, 4 barks for the Atlantic, and one for the Atlantic and Indian oceans; from Edgartown, a ship for the North Pacific; from Nantucket, a schooner for the Atlantic; from Provincetown, at least 11 schooners for the Atlantic, and probably several others (our returns from that port are not complete;) from Boston, 2 schooners for the Atlantic; from New London, 3 barks, a brig and 6 schooners for Hudson's Bay, Cumberland Inlet, and Greenland, 2 barks and 3 schooners for Hurd's Island and Desolation, and a bark for the Pacific; from Sagharbor, 2 barks for the Atlantic, 1 for Hudson's Bay, 1 for the South Atlantic, and 1 for the Pacific. No vessels have sailed from Mattapoisett, Dartmouth, Holmes Hole, Salem, Beverly, or Warren.

The number of whaling vessels in port on 31st ult. was about 60, as follows:

	Ships.	Barks.	Brigs.	Schooners.
New Bedford,	13	25		
Mattapoisett,		2		
Sippican,				1
Dartmouth,		1		
Westport,		4		
Edgartown,	1			
Nantucket,				1
Provincetown,				several.
Boston,				1
Salem,			1	
New London,			1	4
Sagharbor,		1		

No whaling vessels are in port at Fairhaven, Holmes Hole, Beverly, or Warren.

The importation of catchings during the past year comprises 65,000 barrels sperm oil, 73,000 barrels whale oil, and 780,000 pounds whalebone; in 1863 the import was 64,356 barrels sperm, 61,635 barrels whale oil, and 495,737 pounds bone.

The importation of the present year is estimated at less than 35,000 barrels sperm oil, 55,000 to 60,000 barrels whale oil, and a proportionate quantity of whalebone.

During the year 44,000 barrels of American sperm oil, 12,000 barrels of whale oil, and 530,000 pounds of whalebone, have been exported to foreign ports.

The stock of oils and bone now held is as follows:

	Bbls. sp.	Bbls. wh.	Lbs. bone.
At New Bedford and Fairhaven,	17,732	5,179	25,146
Mattapoisett,	50		
Dartmouth,		500	
Westport,	1,400		
Edgartown,	250		
Boston,	950	1,000	
New York,			145,000
	20,382	6,679	170,146

The stock of whale oil consists of 1160 barrels humpback, 400 barrels Arctic, 50 barrels Davis strait, 1184 barrels California coast, and 3885 barrels southern.

A year ago the stock on hand was 31,200 barrels sperm oil, 9,344 barrels whale oil, and 148,980 pounds whalebone.

The home consumption during the year has been 31,818 barrels sperm oil, 63,665 barrels whale oil, and 228,834 pounds whalebone.

The diminution of the whaling fleet has continued the past year, but the decrease is small compared with the previous few years, and we hope it has now reached its minimum. The decrease for the year has been 27 vessels, with a tonnage of 8872. The decrease in the district of New Bedford has been 27 vessels, while the number of vessels added at the ports of New London and Sagharbor has counterbalanced the number withdrawn from other ports outside of this district.

Only one whaling vessel has been destroyed by pirates during the year, the bark Golconda, of this port, but she had on board 1037 barrels of sperm oil and 650 barrels of whale oil, mostly on freight from other vessels, a cargo of more amount and value than the aggregate of oil on board the 5 vessels captured in 1863, or the 11 in 1862. Six whalers have been lost at sea and one burned in a foreign port during the year.

While nearly all the ports engaged in the business are gradually decreasing their tonnage, New London and Sagharbor, as mentioned above, have increased their fleets, and are showing much enterprise in prosecuting the business. The only whaler owned in Falmouth has been sold to parties in this city, and that place is no longer know as a whale fishing port.

The following table shows the statistics of the present whaling fleet:

	Ships.	Barks.	Brigs.	Schs.	Tons.
New Bedford,	67	106		2	58,082
Fairhaven,	2	3	2		1,683
Mattapoisett,		2			343
Sippican,				2	221
Dartmouth,		4			1,123
Westport,	1	9			2,497
Dist. New Bedford,	70	124	2	4	63,949
Holmes Hole,		1			257
Edgartown,	6				2,288
Nantucket,	3	3		1	2,037
Provincetown,				24	2,723
Boston,				3	424
Salem,			1		159
Beverly,			1	1	238
Massachusetts,	79	128	4	33	72,075
Warren,		1			351
New London,	2	9	2	12	5,469
Sagharbor,		7	1		2,007
	81	145	7	45	79,902

The decrease of the fleet during the year is summarily shown by the following:

	1st January, 1864. Vessels.	Tonnage.	1st January, 1865. Vessels.	Tonnage.
New Bedford,	198	65,149	175	58,082
Fairhaven,	9	2,389	7	1,683
Mattapoisett,	2	343	2	343
Sippican,	3	301	2	221
Dartmouth,	4	1,123	4	1,123
Westport,	11	2,715	10	2,497
Dist. N. Bedford,	227	72,020	200	63,949
Holmes Hole,	1	257	1	257
Edgartown,	7	2,383	6	2,288
Nantucket,	9	2,840	7	2,037
Falmouth,	1	355		
Provincetown,	27	3,270	24	2,723
Boston,	3	535	3	424
Salem,	1	159	1	159
Beverly,	2	238	2	238
Massachusetts,	278	82,057	244	72,075
Warren,	2	618	1	351
New London,	19	4,571	25	5,469
Sagharbor,	6	1,528	8	2,007
	305	88,774	278	79,902

Below is a detailed statement of the changes in the fleet during the year:

New Bedford.

ADDED.

Name.	Tonnage.
Schooner C. C. Comstock,	97
" Glacier,	262
Ship Minerva Smyth,	335
" Spartan,	333
Four vessels,	1,027 tons.

WITHDRAWN.

Name.	Tonnage.	
Bark Anaconda,	383	Merchantman.
" Barnstable,	373	Merchantman.
" Chili,	291	Broken up.
" Clara Bell,	295	Merchantman.

Massachusetts,	325	95,699	278	82,046
Warren,	2	618	2	618
New London,	17	4,418	20	4,767
New Haven,	1	567		
Sagharbor,	9	2,061	7	1,644
	354	103,363	307	89,075

The number of vessels and amount of tonnage employed in the whale fishery, on the 1st of January of each year, since 1845, has been as follows:

	Ships & Barks.	Brigs.	Schs.	Tonnage.
1845,	643	35	17	218,655
1846,	678	35	22	233,189
1847,	670	31	21	230,218
1848,	621	22	16	210,663
1849,	581	21	12	196,110
1850,	510	20	13	171,484
1851,	502	24	27	171,971
1852,	558	27	35	193,990
1853,	599	30	32	206,286
1854,	602	28	38	208,399
1855,	584	20	34	199,842
1856,	585	21	29	199,141
1857,	593	22	40	204,209
1858,	587	18	49	203,148
1859,	561	19	45	195,115
1860,	508	19	42	176,842
1861,	457	14	41	158,746
1862,	367	11	40	126,459
1863,	301	10	43	103,363
1864,	258	6	43	89,075

Below we give the list of vessels added, withdrawn, lost, condemned, and captured by privateers, during the past year:

New Bedford.

ADDED.

Name.	Tonnage.
Bark Brewster,	220
Schooner Glendower,	112
Brig Leonidas,	128
Bark Samuel & Thomas,	191
Four vessels.	651 tons.

WITHDRAWN.

Name.	Tonnage.	
Ship Balæna,	301	Sagharbor.
Bark Congaree,	321	Condemned.
" Dartmouth,	336	Condemned.
Schooner Dolphin,	97	Lost.
Ship Harvest,	360	Honolulu, H. I.
" Hobomok,	414	Merchantman.
" Hudson,	368	Merchantman.
Bark Hydaspe,	313	Condemned.
" J. D. Thompson,	432	New London.
Ship Japan,	487	Merchantman.
Bark Joseph Grinnell,	466	Merchantman.
" Lafayette,	357	Captured.
Ship Lapwing,	432	Merchantman.
Bark Maria,	202	Condemned.
" Marion,	330	Merchantman.
" Mary Ann,	214	Merchantman.
Ship Minerva Smyth,	335	Merchantman.
Bark Newark,	323	Lost.
" Nye,	211	Captured.
Ship Othello,	424	Merchantman.
Bark Peri,	205	Condemned.
" Rodman,	371	Merchantman.
Ship Sarah,	370	Condemned.
" Swift,	321	Lost.
Bark Thomas Pope,	323	Merchantman.
Ship Zephyr,	361	Condemned.
Twenty-six vessels,	8,674 tons.	

Fairhaven.

WITHDRAWN.

Ship Albion,	326	Merchantman.
" Atkins Adams,	330	Merchantman.
" Clifford Wayne,	305	Merchantman.
" Hesper,	262	Condemned.
Schooner Kingfisher,	120	Captured.
Brig Pavilion,	150	Lost.
Schooner Roswell King,	134	New London.
Ship South Boston,	339	Condemned.
Bark Winthrop,	218	Merchantman.
Nine vessels,	2,184 tons.	

Mattapoisett.

WITHDRAWN.

Ship Brewster,	220	New Bedford.
Bark Samuel & Thomas,	191	New Bedford.
Two vessels,	411 tons.	

Sippican.

ADDED.

Schooner Sunbeam, 91 tons.

WITHDRAWN.

Schooner Sunbeam, 91 Fisherman.

Westport.

WITHDRAWN.

Bark Champion,	209	Merchantman.
" George & Mary,	165	Merchantman.
Brig Kate Cory,	132	Captured.
" Leonidas,	128	New Bedford.
Four vessels,	634 tons.	

Edgartown.

ADDED.

Schooner C. C. Comstock, 95 tons.

WITHDRAWN.

Bark Ellen,	232	Condemned.
" Rose Pool,	285	Merchantman.
Two vessels,	517 tons.	

Nantucket.

ADDED.

Schooner Rainbow, 80 tons.

WITHDRAWN.

Ship Atlantic,	321	Merchantman.
" Mohawk,	350	Merchantman.
Bark Peru,	259	New London.
" Spartan,	333	Sold.
Four vessels,	1,263 tons.	

Sandwich.

WITHDRAWN.

Bark Ocean, 165 Foreign.

Provincetown.

WITHDRAWN.

Schooner R. E. Cook,	75	Lost.
" Rienzi,	109	Captured.
" Virgin Rock,	97	
Three vessels,	281 tons.	

Boston.

WITHDRAWN.

Bark Acorn,	215	Merchantman.
Brig Lewis Bruce,	135	Condemned.
Two vessels,	350 tons.	

New London.

ADDED.

Schooner Actor,	90 tons.
" Cornelia,	197 "
Brig Isabella,	192 "
Bark J. D. Thompson,	432 "
" Peru,	259 "
Schooner Roswell King,	134 "
Six vessels,	1,304 "

WITHDRAWN.

Ship Electra,	348	Lost.
Bark George Henry,	303	Lost.
Ship North-West,	304	Condemned.
Three vessels,	955 tons.	

New Haven.

WITHDRAWN.

Ship Ocean, 567 Merchantman.

Sagharbor.

ADDED.

Bark Balæna, 301 tons.

WITHDRAWN.

Bark Excel,	375	Condemned.
Brig Parana,	209	Merchantman.
" Susan,	134	Merchantman.
Three vessels,	718 tons.	

THE WHALE FISHERY.

REVIEW OF THE PAST YEAR.

The year 1863 has witnessed a gratifying change in the prospects of the whale fishery. The gloom and depression of the previous few years have given way to a hope that prosperity will again dawn upon us, although we do not anticipate that the business will ever return to the gigantic proportions in which it was formerly conducted. Our merchants have learned by adversity to practise economy in the fitting out of vessels and conducting of voyages, and have curtailed the enormous expenditures of ships in foreign ports, which only resulted in enormous "drafts" upon the owners. The cost of fitting has of course advanced in the same ratio as the general prices of merchandise, yet our whalers can now sail at rates below the cost of fitting the "fancy" ships of former times.

The prices of our staples, as we anticipated a year ago, have continued to rule at high figures, whale oil even reaching a higher price than looked for, owing to the small importation, and there is no probability of a material fall at present,—at least while exchange maintains a premium of 50 per cent and upwards.

A great impetus has been given to the North Pacific fishery, owing to the favorable news from the Arctic Ocean the past season, although the fleet in the Ochotsk sea has not done as well as might have been expected. The Hudson's Bay fleet has done remarkably well, notwithstanding the weather was more unfavorable and the season was shorter than ever before known.

During the year an unusual large number of profitable voyages, both sperm and whale, have been brought in, and others which would have resulted disastrously to the owners, owing to the advance in prices, have turned out remunerative.

The diminution of the whaling fleet has continued, but at a rate less rapid than in previous years. The decrease for the year has been 47 vessels, with a tonnage of 14,288. The fleet is now shorn of the unwieldy dimensions to which it had attained previous to the financial crisis of 1857, and should the war cease during the present year, and Jeff. Davis's pirates be driven from the face of the ocean, we shall expect to see very little further diminution. The decrease in the district of New Bedford has been 37 vessels, of an aggregate tonnage of 11,252.

Sandwich and New Haven have ceased to be whaling ports, the only vessels remaining in the business at those places having been sold.

Among the vessels withdrawn the present year is "the old Maria," as the bark of that name, belonging at this port, was frequently called, condemned at Talcahuano in February. The Maria was built on North River, Pembroke, in 1782, for William Rotch, of Nantucket, and was one of the earliest American vessels to carry the stars and stripes into a British port after the Revolution. Ship Bedford, belonging to Mr. Rotch, was the first, arriving in the Downs February 23d, 1783, under command of Capt. William Mooers. On his return he was put in command of the Maria, and immediately made a second voyage to London in her. Mr. Rotch afterward removed to this city, and resided in what is now the Mansion House. Since his decease, in 1828, the Maria has been owned by his descendants. She was employed as a merchantman for several years. Her first whaling voyage was concluded September 26th, 1795, and from that time she was continued in the whaling service, making twenty-six successful voyages, and taking, including 800 bbls. sperm on the last unfinished voyage, 24,419 barrels of sperm and 134 barrels of whale oil. She has been nearly always commanded by Nantucket captains, and on two voyages, from 1849 to 1856, by Capt. Charles C. Mooers, a descendant of her first master. She was 86 feet long, 23 feet 1 inch wide, and 11 feet 6½ inches deep, making her tonnage 202 and 27-95ths. She was of the ancient model, with inflected upperworks, and was considered a fast sailer for a craft of her antiquated build.

Five whaling vessels have been captured by pirates during the year, 13 have been condemned in foreign ports, and 6 lost at sea.

The following is a list of the whalers captured by pirates during the year, with the amount of oil destroyed:

	Bbls. sp.	Bbls. wh.
Bark Lafayette, New Bedford,	170	
Bark Nye, "	350	150
Schooner Kingfisher, Fairhaven,	170	10
Brig Kate Cory, Westport,	155	
Schooner Rienzi, Provincetown,	75	
	920	160

During the past six years the fleet has been reduced from 654 vessels, of a total tonnage of 203,148, to 307 vessels, of 89,075 tons, the diminution being over half, or 56 per cent.

During the year 46 vessels have sailed from New Bedford; 24 destined for the North Pacific whaling ground, 4 for the Pacific Ocean, 6 for the Indian Ocean, 1 for the Atlantic and Indian Oceans, 8 for the Atlantic, and 5 for Hudson's Bay. From Fairhaven, 2 have sailed for the North Pacific and 1 for Hudson's Bay, (the latter, brig Pavilion, was crushed in the ice early in the season); from Mattapoisett, 1 for the Atlantic; Sippican, 4 vessels have sailed and returned from the Atlantic; Nantucket, 1 sailed and returned from the shoals; Provincetown, 24 have sailed for the Atlantic; Boston, 2 for the Atlantic; Salem, 1, the only vessel owned there, for the Atlantic; Beverly, 1 for the Atlantic; New London, 1 for the North Pacific, 1 for Desolation, and 3 for Hudson's Bay and Cumberland Inlet; Sagharbor, 1 for the South Atlantic Ocean: making a total of 89 vessels sailed during the year 1863. No vessel has sailed from Dartmouth, Westport, Holmes Hole, Edgartown or Warren.

Thirty-three vessels were at this port on the 1st of January, 3 at Fairhaven, 3 at Sippican, 5 at Westport, 2 at Edgartown, 2 at Nantucket, 11 at Provincetown, 7 at New London, and 3 at Sagharbor; total, 69.

The North Pacific fleet the past year numbered 47 vessels, including several Hawaiian and Bremen whalers. This is a slight increase from last year. Thirty of these have cruised in the Arctic Ocean, and 17 in the Ochotsk Sea. Twenty-four of the Arctic fleet have arrived at the Sandwich Islands, with an average catch of 1167 barrels, which is reduced by the arrivals at San Francisco to 1086 barrels. From the Ochotsk we have not full returns as yet, but the general success of the fishery in that sea has been very poor, and will not probably average over 400 bbls. per ship. The average of the whole Northern fleet will thus be much less than usual, but the high prices of oil and bone will make the value of the catch very large.

The following table gives the number of ships engaged in the North Pacific fishery for the last 18 years, and the average quantity of oil taken:

1845	163	vessels averaged	953 bbls.
1846	292	" "	869 "
1847	177	" "	1,059 "
1848	159	" "	1,164 "
1849	155	" "	1,334 "
1850	144	" "	1,692 "
1851	138	" "	626 "
1852	278	" "	1,343 "
1853	238	" "	912 "
1854	232	" "	794 "
1855	217	" "	873 "
1856	178	" "	822 "
1857	143	" "	796 "
1858	196	" "	620 "
1859	176	" "	535 "
1860	120	" "	518 "
1861	76	" "	724 "
1862	39	" "	861 "

The Hudson's Bay fleet for 1863 consisted of 9 vessels, and averaged 811 barrels of oil each. Three vessels from this port and two from New London are wintering there. In the spring at least five vessels will be dispatched from this port for that fishery.

The imports during the year amount to 64,356 barrels of sperm oil, 61,635 barrels of whale oil, and 495,737 pounds of whalebone. Last year the imports were 54,880 barrels sperm, 99,787 barrels whale, and 697,150 pounds bone, showing an increase of 9,476 barrels sperm, and a decrease of 38,152 barrels whale and 201,413 pounds bone.

The estimated importations for the coming year are from 40,000 to 50,000 barrels of sperm oil, about 50,000 barrels of whale oil, and about 750,000 pounds of whalebone. Careful calculations show the amount of sperm oil on board vessels at sea to be about 26,500 barrels less than a year ago, and the stock on hand a year hence will probably be much reduced. Fifty vessels of the larger class have been withdrawn from the sperm whaling fleet the past year, and many sperm whalers now at sea have been ordered to spend the next season in the right whale fishery, which will materially reduce this year's catch of sperm oil.

The exports during the year have been 18,366 barrels of sperm oil, against 28,382 barrels in 1862; 11,297 barrels of whale oil, against 68,470 in 1862; and 279,394 pounds of whalebone, against 1,004,981 pounds in 1862. The exports, it will thus be seen, have fallen off wonderfully since the previous year, when they were much smaller than usual.

The stock in the country is estimated at 31,200 barrels sperm oil, against 15,938 a year ago; 9344 barrels whale oil, against 21,519 a year ago; and 148,980 pounds whalebone, against 88,000 a year ago. The stock of sperm oil in England is about 20,000 barrels, an unusually large quantity.

The following shows where the stock of oils and bone was situated on 1st inst:

	Bbls. sp.	Bbls. wh.	Lbs. bone.
New Bedford,	24,880	8,314	26,200
Fairhaven,	1,800		
Westport,	2,700		
Edgartown,	500		
Nantucket,	760		
Boston,	315	410	
Salem,	220		
New London,	25	15	
New York,		605	122,780
	31,200	9,344	148,980

The price of sperm oil during the year has averaged $1.62½ per gallon; of whale oil, 95⅞ cents per gallon; of Arctic whalebone, $1.64 per pound; Ochotsk bone, $1.54⅞ per pound; North-west bone, $1.53⅜ per pound; Southern bone, $1.43⅛ per pound; and of whalebone in general, $1.55⅓ per pound. At the commencement of the year sperm oil stood at $1.70 per gallon, in February, $1.76, and soon rose to $1.95, the highest price ever known. During the summer and fall the price was nearly uniform at about $1.50, falling to $1.45 in September, but in October rallied to $1.65, and closed the year at $1.60. Whale oil commenced the year at 83 cents, rose in a few months to $1.10, and afterwards, for the greater portion of the year was lower, ranging from 85 to 90 cents, but has lately reached the unprecedented rate of $1.12½, and the year closes at $1.10. Arctic bone was at $1.55 in January, and $1.90 in March, but fell in the summer to $1.50, and has since been slowly rising, and closes at $1.65. The fluctuations in the other qualities of bone have been of course the same, the highest price obtained for Ochotsk being $1.80, for North-west $1.60, and for Southern $1.55.

The following table gives the average prices of oil and bone for the past 23 years:

	Sperm.	Whale.	Bone.
1841,	100	30½	19
1842,	94	31¾	19⅔
1843,	73	33¾	23
1844,	63	34½	35¾
1845,	90½	36½	40
1846,	88	32⅞	33⅝
1847,	87⅞	33¾	34
1848,	100¼	36	36⅞
1849,	108⅞	39⅞	31¾
1850,	120⅔	49⅛	34⅜
1851,	127¼	45⅓	34½
1852,	123¾	68	50¾
1353,	124¾	58⅛	34½
1854,	148¾	58⅜	39¼
1855,	177¼	71⅓	45¼
1856,	162	79½	58
1857,	128¼	73¼	96¾
1858,	121	54	92¼
1859,	136¼	48½	79¼
1860,	141½	49⅛	80¼
1861,	131⅓	44⅞	72⅞
1862,	141⅔	59¾	95
1863,	162½	95⅔	155⅓

The following table shows the statistics of the present whaling fleet:

	Ships.	Barks.	Brigs.	Schs.	Tons.
New Bedford,	88	108	1	1	65,120
Fairhaven,	3	4		2	2,389
Mattapoisett,		2			343
Sippican,				3	301
Dartmouth,		4			1,141
Westport,	1	10			2,715
Dist. New Bedford,	92	128	1	6	72,009
Holmes Hole,		1			257
Edgartown,	6			1	2,383
Nantucket,	4	4		1	2,840
Falmouth,	1				355
Provincetown,		3		24	3,290
Boston,		1		2	535
Salem,			1		159
Beverly,			1	1	238
Massachusetts,	103	137	3	35	82,046
Warren,		2			618
New London,	2	9	2	7	4,767
Sagharbor,		5	1	1	1,644
	105	153	6	43	89,075

The decrease of the fleet during the year is summarily shown by the following:

	1st January, 1863. Vessels.	Tonnage.	1st January, 1864. Vessels.	Tonnage.
New Bedford,	220	73,143	198	65,120
Fairhaven,	18	4,573	9	2,389
Mattapoisett,	4	754	2	343
Sippican,	3	301	3	301
Dartmouth,	4	1,141	4	1,141
Westport,	15	3,349	11	2,715
Dist. N. Bedford,	264	83,261	227	72,009
Holmes Hole,	1	257	1	257
Edgartown,	8	2,805	7	2,383
Nantucket,	12	4,023	9	2,840
Falmouth,	1	355	1	355
Sandwich,	1	165		
Provincetown,	30	3,551	27	3,290
Boston,	5	885	3	535
Salem,	1	159	1	159
Beverly,	2	238	2	238

24

	Ships.	Barks.	Brigs.	Schs.	Tons.
New Bedford	107	112		1	73,138
Fairhaven,	8	5	1	4	4,573
Mattapoisett,	1	3			754
Sippican,				3	301
Dartmouth,		4			1,141
Westport,	1	12	2		3,349
Dist. N. Bedford,	117	136	3	8	83,256
Holmes Hole,		1			257
Edgartown,	6	2			2,805
Nantucket,	7	5			4,023
Falmouth,	1				355
Sandwich,		1			165
Provincetown,		3		27	3,551
Boston,		2	1	2	885
Salem,			1		159
Beverly,			1	1	238
Massachusetts,	131	150	6	38	95,694
Warren,		2			618
New London,	4	7	1	4	4,222
New Haven,	1				567
Sagharbor,		5	3	1	2,061
	136	164	10	43	103,162

The decrease of the fleet during the year is summarily shown by the following:

	1st January, 1862. Vessels.	Tonnage.	1st January, 1863. Vessels.	Tonnage.
New Bedford,	256	86,382	220	73,138
Fairhaven,	29	8,389	18	4,573
Mattapoisett,	10	1,889	4	754
Sippican,	4	464	3	301
Dartmouth,	5	1,436	4	1,141
Westport,	15	3,349	15	3,349
Dist. N. Bedford,	319	101,909	264	83,256
Fall River,	1	164		
Holmes Hole,	1	257	1	257
Edgartown,	12	4,116	8	2,805
Nantucket,	13	4,547	12	4,023
Falmouth,	1	355	1	355
Sandwich,	1	165	1	165
Orleans,	3	530		
Provincetown,	27	3,392	30	3,551
Boston,			5	885
Salem,			1	159
Beverly,	1	143	2	238
Massachusetts,	379	115,178	325	95,694

	1st January, 1862. Vessels.	Tonnage.	1st January, 1863. Vessels.	Tonnage.
Warren,	3	949	2	618
Mystic,	1	197		
New London,	21	6,032	16	4,222
New Haven,	1	567	1	567
Sag Harbor,	11	2,582	9	2,061
Cold Spring,	2	554		
Total,	418	126,459	353	103,162

In our statistics it will be noticed that the vessels (of which there are several) fitted at San Francisco, are not noticed, from the fact that we have no data at hand giving the number, &c.

The number of vessels in port here is 25 ships and barks, about half the number on the first of last year, when there were 48; at all other ports there are 41 vessels against 39 last year. 287 whaling vessels are now at sea.

The number of vessels and amount of tonnage employed in the whale fishery, since 1845, has been as follows:

	Ships & Barks.	Brigs.	Schs.	Tonnage.
1845,	643	35	17	218,655
1846,	678	35	22	233,189
1847,	670	31	21	230,218
1848,	621	22	16	210,663
1849,	581	21	12	196,110
1850,	510	20	13	171,484
1851,	502	24	27	171,971
1852,	558	27	35	193,990
1853,	599	30	32	206,286
1854,	602	28	38	208,399
1855,	584	20	34	199,842
1856,	585	21	29	199,141
1857,	593	22	40	204,209
1858,	587	18	49	203,148
1859,	561	19	45	195,115
1860,	508	19	42	176,842
1861,	457	14	41	158,746
1862,	367	11	40	126,459
1863,	300	10	43	103,162

Below we give the list of vessels added, withdrawn, lost, condemned, and captured by privateers, from different ports during the past year:

New Bedford.

ADDED.

Name.	Tonnage.
Bark Annawan,	159
" Benjamin Franklin,	164
Ship Brunswick,	295
Sch. Dolphin,	97
Ship Hudson,	368
Bark Mary Ann,	214
" Oriole,	404
" Union,	124
Eight vessels,	1,825 tons.

WITHDRAWN.

Name.	Tonnage.	
Ship Abraham Barker,	400	Merchantman.
Bark Afton,	249	"
" Alto,	236	Fairhaven.
Ship Benjamin Tucker,	349	Captured.
Bark Braganza,	470	Condemned.
Ship Cambria,	362	Merchantman.
" Chandler Price,	441	"
Bark Cleora,	263	Condemned.
" Dominga,	230	"
" Eben Dodge,	221	Captured.
" Elisha Dunbar,	257	"
Ship Empire,	403	Lost.
Bark Franklin,	273	Merchantman.
Ship Gideon Howland,	379	"
" Good Return,	376	"
Bark Helen Mar,	367	"
Ship Hiawatha,	381	"
" Hibernia,	551	"
Bark Hope,	186	Lost.
" Huntress,	383	Merchantman.
Ship Jeannette,	340	"
Bark John A. Parker,	343	Sydney, N. S. W.
Ship Joseph Meigs,	356	Merchantman.
" Julian,	356	"
" Junior,	378	"
" Lancaster,	383	Condemned.
" Levi Starbuck,	376	Captured.
" Magnolia,	341	Condemned.
" Marcia,	315	Merchantman.
Bark Millinoket,	180	"
Ship Moctezuma,	436	"
Bark Montgomery,	248	"
Ship Montreal,	543	"
" Morning Light,	361	"
" Oneida,	420	"
Sch. Palmyra,	100	"
Bark Pamelia,	300	"
" Rogers L. Barstow,	203	Nantucket.
" San Francisco,	268	Lost.
Ship Seconet,	400	Merchantman.
Bark Silver Cloud,	451	"
Ship Thomas Nye,	461	"
Bark Virginia,	346	Captured.
Ship William Wirt,	387	Merchantman.
Forty-four vessels,	15,069 tons.	

Fairhaven.

ADDED.

Bark Alto,	236 tons.

WITHDRAWN.

Ship Arab,	336	Merchantman.
Bark Arab,	276	New London.
" Belle,	320	Merchantman.
Ship E. L. B. Jenney,	380	Condemned.
Sch. Emerald,	101	Sippican.
Ship Erie,	451	Merchantman.
Bark General Scott,	360	"
Ship Hudson,	368	New Bedford.
" Martha.	298	Merchantman.
" Oregon,	393	"
Bark Oriole,	404	New Bedford.
" Zone,	365	Merchantman.
Twelve vessels,	4,052 tons.	

Mattapoisett.

WITHDRAWN.

Bark Annawan,	159	New Bedford.
Brig March,	89	Lost.
Bark Mary Ann,	214	New Bedford.
" Massasoit,	235	Merchantman.
Ship Ocean Rover,	314	Captured.
Bark Union,	124	New Bedford.
Six vessels,	1,135 tons.	

Sippican.

ADDED.

Sch. Emerald,	101 tons.

WITHDRAWN.

Sch. Altamaha,	119	Captured.
Brig Hopeton,	145	Merchantman.
Two vessels,	264 tons.	

Dartmouth.

WITHDRAWN.

Ship Brunswick,	295	New Bedford.

Fall River.

WITHDRAWN.

Bark Benjamin Franklin,	164	New Bedford.

Edgartown.

WITHDRAWN.

Ship Navigator,	350	Merchantman.
" Ocmulgee,	458	Captured.
" Omega,	363	Merchantman.
Sch. Washington,	140	"
Four vessels,	1,311 tons.	

Nantucket.

ADDED.

Bark Rogers L. Barstow,	203 tons.

WITHDRAWN.

Ship Columbia,	329	Condemned.
" Narragansett,	398	Merchantman.
Two vessels,	727 tons.	

Orleans.

WITHDRAWN.

Brig Lewis Bruce,	135	Boston.
Bark Rothschild,	261	"
Sch. William Martin,	134	"
Three vessels,	530 tons.	

Provincetown.

ADDED.

Sch. Abbie H. Brown,	130
" Clara L. Sparks,	128
" Eleanor B. Conwell,	132
" Elbridge Gerry,	105
" Ellen Rizpah,	100
" Rising Sun,	103
" Union,	99
" Virgin Rock,	97
Eight vessels,	894 tons.

WITHDRAWN.

Bark Acorn,	215	Boston.
Sch. Courser,	120	Captured.
Bark J. H. Duval,	200	Merchantman.
Sch. Thriver,	95	Beverly.
" Weather Gage,	105	Captured.
Five vessels,	735 tons.	

Boston.

ADDED.

Bark Acorn,	215
Brig Lewis Bruce,	135
Bark Rothschild,	261
Sch. Sarah E. Lewis,	140
" William Martin,	134
Five vessels,	885 tons.

Salem.

ADDED.

Brig Falcon,	159 tons.

Beverly.

ADDED.

Sch. Thriver,	95 tons.

Warren.

WITHDRAWN.

Bark Sea Shell,	331	Merchantman.

Mystic.

WITHDRAWN.

Sch. Cornelia,	197	Merchantman.

New London.

ADDED.

Bark Arab,	276 tons.

WITHDRAWN.

Bark Alert,	398	Captured.
Ship Charles Carroll,	412	Condemned.
" Clematis,	311	Merchantman.
" Isaac Hicks,	495	"
Sch. Silver Cloud,	140	Lost.
Bark Tempest,	330	Merchantman.
Six vessels,	2,086 tons.	

Sag Harbor.

WITHDRAWN.

Bark Columbia,	285	Merchantman.
" Washington,	236	"
Two vessels,	521 tons.	

Cold Spring.

WITHDRAWN.

Bark Alice,	281	Merchantman.
" Monmouth,	273	"
Two vessels,	554 tons.	

THE WHALE FISHERY.

REVIEW OF THE YEAR. 1863

The year opened not very auspiciously for the whaling interest, but closed under more favorable aspects, and our merchants during the past few months have taken courage from the advance in the prices of our staples, the favorable news from the northern fisheries, and the brighter prospects in the future; the immense stocks of oil and bone of former years having been reduced.

The diminution of the whaling fleet has continued through the year, but we hope has reached its minimum. The decrease for the year has been 65 vessels, with a tonnage of 23,297. The decrease for 1861 was 94 vessels, with a tonnage of 32,441; for 1860, 57 vessels, of 18,096 tons; for 1859, 56 vessels, of 18,273 tons; for 1858, 29 vessels, of 8,033 tons: the decrease for five years amounting to 100,140 tons, or 49 per cent. The total number of vessels now engaged in the whaling business is 353, with a tonnage of 103,162.

At this port, 44 vessels have been withdrawn, with a tonnage of 15,069, having been sold for the merchant service, captured by rebel pirates, lost, &c., as per table below. There have been added only 8 vessels, of 1,825 tons, all having been engaged in the whale-fishery at other ports, with the exception of one schooner transferred from a coaster.

During the year 11 of the fleet have been captured and destroyed by the rebel privateers Alabama and Sumter, 8 have been condemned in foreign ports, and 5 have been lost.

During the year Fall River, Orleans, Mystic and Coldspring have given up the whale-fishery, Orleans having transferred the agency of the vessels owned there to Boston, and the other three ports having sold their vessels. Two new ports have been added—Boston and Salem. To the former 3 vessels were transferred from Orleans, 1 from Provincetown, and a new one purchased. Salem has been added by the purchase of a new vessel.

A very gratifying feature of the year has been the increased number of vessels fitted for the fishery as compared with a few years previous. From this port 57 vessels have sailed, including one sold to parties in Sydney, N. S. W., which was fitted for the North Pacific. Of these, 20 have sailed to cruise in the Atlantic Ocean, 19 for the North Pacific, 9 for the Pacific, 3 for Cumberland Inlet and Hudson's Bay, 3 for the Indian Ocean, 2 for the Atlantic and Indian Oceans, and 1 for the South Pacific. From Fairhaven, only one vessel has sailed, for the Atlantic; from Dartmouth, one, for the Atlantic; from Westport, 3 for the Atlantic and 1 for the Indian Ocean; from Mattapoisett, 1, for the Atlantic; from Sippican, all the vessels have made Atlantic cruises, and returned to port, with the exception of one captured by the Alabama; from Holmes Hole, 1, the only vessel, for the Atlantic; from Edgartown, 2 for the North Pacific and 1 for the Indian Ocean; from Nantucket, 1 for the Atlantic and 1 for the Indian and Pacific; from Sandwich, 1, the only vessel owned there, for the Atlantic; from Provincetown, 20 of the 31 vessels belonging to the port have sailed to cruise in the Atlantic, 14 of which have returned to port, and two been captured by the Alabama; from Boston, 3 vessels have sailed for the Atlantic, and 2 remain in port; from Salem, 1, the only vessel, for the Atlantic; from Beverly, both vessels belonging there, for the Atlantic; from New London, 4 for the Pacific, 2 for Hudson's Bay and Cumberland Inlet, and 2 for Desolation and Hurd's Island—one of the latter was destroyed by the Alabama. No vessels have sailed from Falmouth, Warren, New Haven, or Sag Harbor. In 1861 not a single vessel was fitted from a home port for the North Pacific fishery, only 6 in 1860, and 9 in 1859. Last year 21 ships sailed for that destination.

The North Pacific fleet the past year numbered but 40 vessels, including 9 Hawaiian, German and French whalers. The great diminution in the fleet is shown by comparing the statements of previous years, there having been 292 vessels in the North Pacific in 1846, 278 in 1852, 232 in 1854, 196 in 1858, 120 in 1860, and 76 in 1861. We have not yet received full returns from the fleet, but as far as heard from the average success has been better than for the past ten years; but the amount of oil taken is comparatively small, so few vessels having been on the ground. A telegraphic dispatch from San Francisco states that 23 whalers had arrived at the Sandwich Islands up to the 15th of November, 16 from the Arctic Ocean and 7 from the Ochotsk Sea, with an average catch of 980 barrels of oil, and 13,400 pounds of bone. Three vessels arrived at San Francisco and one at Talcahuano reduce the average to 942 barrels of oil. By mail we have advices of the arrival at the Sandwich Islands of but 17 vessels, which, with the arrivals at San Francisco and Talcahuano, average 1,082 barrels. It is estimated the North Pacific fleet will be larger this year than the last, and will include about 40 American vessels.

The following table gives the number of ships engaged in the North Pacific fishery for the last 17 years, and the average quantity of oil taken:

1845	163	ships averaged	953 bbls.
1846	292	" "	869 bbls.
1847	177	" "	1,059 bbls.
1848	159	" "	1,164 bbls.
1849	155	" "	1,334 bbls.
1850	144	" "	1,692 bbls.
1851	138	" "	626 bbls.
1852	278	" "	1,343 bbls.
1853	238	" "	912 bbls.
1854	232	" "	794 bbls.
1855	217	" "	873 bbls.
1856	178	" "	822 bbls.
1857	143	" "	796 bbls.
1858	196	" "	620 bbls.
1859	176	" "	535 bbls.
1860	120	" "	518 bbls.
1861	76	" "	724 bbls.

Another gratifying feature of the year has been the success of the partially experimental voyages to Hudson's Bay. Two ships having returned from that ground in 1861, with flattering reports, caused the fitting of several ships, one of which, the Northern Light, has returned after an absence of eleven months, with 1200 barrels of whale oil and 17,000 pounds of bone. Five vessels are now wintering in the bay, to be ready for the opening of the fishery in the spring. Only two American vessels are in Cumberland Inlet. Several vessels are to be fitted for this fishery the coming Spring.

The most disheartening event has been the depredations of the rebel pirate Alabama. Her commander, the notorious Semmes, seems to have an especial spite against our whaling fleet, having destroyed eleven whalers, one, the Eben Dodge, while in the Sumter, and the remainder in his present vessel. Several of these were very fine vessels. Semmes was formerly connected with the light-house department, and having often visited this city at that time is well acquainted with the business of the place.

The imports of sperm oil for the year amount to 54,880 barrels; whale oil, 99,787 barrels, and 697,150 pounds of whalebone. The imports in 1861 were 69,411 barrels of sperm oil, 132,297 barrels of whale oil, and 1,125,374 pounds of bone, showing a decrease of 14,531 barrels of sperm oil, 36,510 barrels of whale oil, and 428,224 pounds of bone.

The average imports for ten years, ending 31st December, 1861, were for each year, 80,645 barrels of sperm oil, 192,559 barrels of whale oil, and 2,365,445 pounds of whalebone. It will be seen that during the past year less than two thirds the above quantity of sperm oil, about half as much whale oil, and less than one third the amount of whalebone, have been brought into the country.

The exports during the year have been 28,382 barrels of sperm oil, against 37,547 barrels in 1861; 68,470 barrels of whale oil, against 49,969 barrels in 1861; and 1,004,981 pounds of whalebone, against 1,145,013 pounds in 1861. It will be noticed that the export of whale oil has been about one-third over that of 1861, but that of sperm oil has fallen off about one-quarter.

The stock in the country is estimated at 15,938 barrels of sperm oil, 21,519 barrels of whale oil, and 88,000 pounds of whalebone. A year ago the stock of sperm oil was 16,132 barrels, about the same as now; but the stock of whale oil was 58,438 barrels, being nearly three times the present quantity, and the stock of whalebone (of which 143,000 pounds was in New York city) was 437,000 pounds, five times the amount now on hand.

There is no probability that the price of sperm oil will be much lowered while the present disordered state of the finances, consequent on the difficulty of suppressing the rebellion, continues to inflate the price of gold and rates of exchange. The stock on hand is about the same as a year ago, and the expected imports for the coming year will not exceed those of the last; and should the cotton manufacturing interest revive, the consumption will be more than it was in 1862, when it was less than it has been for many years.

In whale oil we predict that the present rates will not decline, and probably will experience a considerable advance. The expected importations for 1863, from 55,000 to 60,000 barrels, with the present stock, amount to barely 80,000 barrels, while the amount absorbed by home consumption and export during the last year has been in round numbers 140,000 barrels, which is the smallest consumption for many years. It will be recollected that in 1852, when, in consequence of the memorable disastrous season in the Arctic Ocean the previous year, the imports of whale oil amounted to the smallest figure for many years, the average price of whale oil was thirteen cents higher than during the previous year; and yet we enter upon the present year with an expected importation of 25,000 barrels less than was imported in 1852, and with a stock on hand of 15,000 barrels less than was then held. The same causes which will conspire to raise the price of whale oil will also serve to maintain if not create an advance in the present unheard-of prices of whalebone. And the importation of whalebone the past year has been nearly half a million pounds less than in 1861.

The following table shows the actual stock of oil and bone in this country to-day, and where it is held:

	Sperm Bbls.	Whale Bbls.	Bone Lbs.
New Bedford and Fairhaven,	12,811	15,419	
New London,		1,250	
Edgartown,	950		
Greenport,		1,900	
Warren,	100	1,900	
Provincetown,	330		
Boston,	387	300	
Westport,	1,300		
Nantucket,	60	750	
New York,			88,000
Total,	15,938	21,519	88,000

It will be noticed that there is no whalebone in this city, the high prices having caused its shipment to New York, which is in fact the market for that article.

The following table shows, in round numbers, the amount of consumption of American products of the whale-fishery, including both home trade and export, for the last seven years:

	Sperm Oil. Barrels.	Whale Oil. Barrels.	Whalebone. Pounds.
1856,	62,000	189,000	3,120,000
1857,	70,000	179,000	2,068,000
1858,	100,500	196,000	1,245,000
1859,	91,500	176,500	1,728,000
1860,	73,000	154,000	1,140,000
1861,	68,000	160,000	1,288,000
1862,	54,000	140,000	1,026,000

The home consumption of whalebone the present year has been only about 21,000 pounds.

There has been a rapid advance in the prices of our staples during the latter portion of the year, the causes enumerated above having already had a palpable effect on the market. Sperm oil, which stood at $1.30 in January, and at $1.25 in July, now commands $1.70 to $1.75. The price of whale oil at the same periods was 48 cents, 50 to 53, and is now 83 to 85 cents per gallon. Arctic whalebone was at 73 cents in January, and 70 in July, but has since advanced to $1.65 per pound.

Taking the year together, the average price of sperm oil has been $1.41 2-3 per gallon, of whale oil 59 3-4 cents, of northern whalebone 98 7-12 cents per pound, of South Sea bone 80 3-4 cents, and of whalebone in general, including all kinds, 95 cents. The average prices in 1861 were, for sperm oil $1.31 1-3 per gallon; whale oil, 44 7-8 cents; Arctic whalebone, 72 7-8 cents per pound; Ochotsk bone, 68 2-3 cents; South Sea bone, 62 3-4 cents.

The following table gives the average prices of oil and bone for the past 22 years:

	Sperm.	Whale.	Bone.
1841,	100	30 1-2	19
1842,	94	31 3-4	19 2-3
1843,	73	33 3-4	23
1844,	63	34 1-2	35 3-4
1845,	90 1-2	36 1-2	40
1846,	88	32 7-8	33 5-8
1847,	87 7-8	33 3-4	34
1848,	100 1-2	36	36 7-8
1849,	108 9-10	39 9-10	31 4-5
1850,	120 7-10	49 1-10	34 2-5
1851,	127 1-4	45 5-16	34 1-2
1852,	123 3-4	68 1-16	50 3-4
1853,	124 3-4	58 1-8	34 1-2
1854,	148 3-4	58 5-8	39 1-5
1855,	177 1-5	71 3-10	45 1-4
1856,	162	79 1-2	58
1857,	128 1-4	73 1-4	96 3-4
1858,	121	54	92 1-4
1859,	136 1-4	48 1-2	79 1-4
1860,	141 1-2	49 1-2	80 1-5
1861,	131 1-3	44 7-8	72 7-8
1862,	141 2-3	59 3-4	95

The following table shows the statistics of the present whaling fleet:

22

Orleans,	530	530
Fall River,	490	164
Beverly,	385	143
Falmouth,	270	355
Holmes Hole,	216	257
Salem,	165	
Sandwich,	143	165
Stonington,		
Total,	158,746	127,608

In our statistics it will be noticed that the vessels (of which there are several) fitted at San Francisco, are not noticed, from the fact that we have no data at hand giving the number, &c.

The number of vessels and amount of tonnage employed in the whale fishery, since 1845, has been as follows:

	Ships & Barks.	Brigs.	Schs.	Tonnage.
1845,	643	35	17	218,655
1846,	678	35	22	233,189
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1849,	581	21	12	196,110
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1851,	502	24	27	171,971
1852,	558	27	35	193,990
1853,	599	30	32	206,286
1854,	602	28	38	208,399
1855,	584	20	34	199,842
1856,	585	21	29	199,141
1857,	593	22	40	204,209
1858,	587	18	49	203,148
1859,	561	19	45	195,115
1860,	508	19	42	176,842
1861,	457	14	41	158,746
1862,	371	11	40	127,608

It will be noticed by the above table that there was a great falling off both in ships and tonnage, from 1846 to 1852, when an increase took place, but never recovered the amount employed in 1846 and previously. The decrease was occasioned by the discovery of gold in California, and the ships were diverted to the new trade caused thereby.

Below we give the list of vessels added, withdrawn, lost and condemned, from different ports during the past year:—

New Bedford.

Added.

Name.	Tonnage.
Bark A. R. Tucker,	218
Ship Adeline Gibbs,	351
" Ansel Gibbs,	319
Bark Clara Belle,	295
" Dr. Franklin,	171
Ship Northern Light,	513
Sch. Palmyra,	100
Bark R. L. Barstow,	203
Ship Sarah,	370

Making a total of nine vessels and 2540 tons

Withdrawn.

Name.	Tonnage.	Destination.
Ship America,	418	Stone Fleet.
" Archer,	322	"
Bark Cachelot,	230	Sold Foreign port.
Ship Carolina,	395	Merchant.
" Chris Mitchell,	387	"
Bark Cossack,	256	Stone Fleet.
Ship Courier,	381	"
" Eliza F. Mason,	582	Merchant.
Bark Emerald,	350	"
" Emily,	333	"
" Francis Henrietta,	407	Stone Fleet.
" Franklin, 2d,	219	Condemned.
" Garland,	243	Stone Fleet.
" Harvest,	263	Condemned.
Ship Herald,	274	Stone Fleet.
" India,	366	"
" Kensington,	357	"
Bark Kingfisher,	451	U. S. Gunboat.
" Lagrange,	280	Condemned.
" Leonidas,	231	Stone Fleet.
Ship L. C. Richmond,	341	"
Bark Manuel Ortez,	351	Merchant or Slaver.
" Majestic,	297	Stone Fleet.
" Margaret Scott,	300	Slaver—Stone Fleet.
Ship Maria Theresa,	330	Stone Fleet.
" Roman, 2d,	350	Government.
" Scotland,	384	Merchant.
Bark Statira,	346	Merchant.
Ship St George,	408	"
" Uncas,	413	"
Bark Valparaiso,	402	Stone Fleet.
Ship Wm Badger,	334	Government.
" Wm C Nye,	389	Merchant.
" Young Hector,	411	"

Total 34 ships, and 11,801 tons.

Bark South America, 606 tons, and ship Rapid, 505 tons, were withdrawn last year, but remained in port until the former was sold for the Stone Fleet, and the latter transferred to the merchant service.

Lost.

Name.	Tonnage.
Bark Alice Frazier,	406
" Columbus,	313
Ship Metacom,	360
" Polar Star,	475
Bark Superior,	275

Making a total of five vessels, and 1829 tons

In port January, 1862, 24 ships and 24 barks.

Fairhaven.

Withdrawn.

Ship Adeline Gibbs,	351	New Bedford.
Bark Amazon,	318	Stone Fleet.
Ship Ansel Gibbs,	319	New Bedford.
" Arctic,	431	Merchant.
" Florida,	523	"
Bark Harvest,	314	Stone Fleet.
" John A. Robb,	273	Sag Harbor.
Ship Northern Light,	513	New Bedford.
" Omega,	305	Merchant.
" Rebecca Sims,	400	Stone Fleet.
" Sharon,	354	Merchant.
" Speedwell,	496	"
" Syren Queen,	461	"

Total 13 ships, and 5,058 tons.

Added.

Sch. Kingfisher,	120
" Oxford,	120
" Tekoa,	143

Making a total of 3 vessels, and 393 tons

In port January, 1862, 5 ships, 2 barks, 1 schooner.

Mattapoisett.

Withdrawn.

Bark America,	257	Holmes Hole.
Brig Amelia,	127	New Bedford.
Bark Clara Bell,	295	"
Brig Excellent,	70	Broken up.
Bark Oscar,	369	Merchant.
Sch. Palmyra,	100	New Bedford.
Ship Sarah,	370	"

Total 7 vessels, and 1,588 tons.

In port January, 1862, 1 bark.

Dartmouth.

Withdrawn.

Bark A. R. Tucker,	218	New Bedford.

None in port.

Sippican.

Withdrawn.

Sch. Retrieve,	100	Condemned.

In port January, 1862, 1 brig and 2 schooners.

Wareham.

Withdrawn.

Ship Geo. Washington,	374	Merchant.

None left in the business.

Westport.

Withdrawn.

Bark Dr. Franklin,	171	New Bedford.
" Keoka,	250	Merchant.

Total 2 vessels, and 421 tons.

In port January, 1862, 1 bark.

Edgartown.

Withdrawn.

Bark American,	329	Stone Fleet.
" Eureka,	225	Merchant.
Ship Richard Mitchell,	386	"
" Walter Scott,	369	"

Total 4 vessels, and 1,309 tons.

In port, January, 1862, 3 ships and 1 schooner.

Holmes Hole.

Withdrawn.

Bark Helen Augusta,	270	Merchant.

Added.

Bark America, at sea, 257 tons

The only vessel belonging there.

Nantucket.

Withdrawn.

Ship Mary,	369	Merchant.
" Massachusetts,	360	"
" Potomac,	356	Stone Fleet.
Sch. Watchman,	140	Provincetown.

Total 4 vessels, and 1,225 tons.

Lost.

Ship Hero, 313 tons

In port, January, 1862, 1 ship and 1 bark.

Sandwich.

The same as last year, one bark in port of 165 tons.

Falmouth.

The same as last year, one ship at sea of 355 tons.

Fall River.

Withdrawn.

Bark A. Houghton,	326	Merchant.

But one remains, a bark of 164 tons, at sea.

Beverly.

Withdrawn.

Bark N. D. Chase,	242	Merchant.

But one vessel in the service, a brig of 143 tons, at sea.

Salem.

Withdrawn.

Bark Messenger,	216	Merchant.

None remaining in the business.

Provincetown.

Withdrawn.

Sch. Chanticleer,	87	Merchant.
" John Adams,	99	Taken by Privateer.
" Mermaid,	158	"
Brig Panama,	125	"

Total 4 vessels, and 469 tons.

Added.

Sch. Courser,	120
" E. H. Hatfield,	125
" G. W. Lewis,	100
" Quickstep,	119
" Watchman,	140

Making a total of 5 vessels, and 604 tons

In port, January, 1862, 10 schooners and 2 barks.

Orleans.

Same as last year, 1 bark, 1 brig and 1 schooner.

In port, January, 1862, 1 bark and 1 schooner.

Warren.

Withdrawn.

Bark Mary Frances,	311	Merchant.
" Wm Wilson,	375	"

Total 2 vessels, and 686 tons.

Three barks remain at sea.

Mystic.

Withdrawn.

Ship Robin Hood,	395	Stone Fleet.

One ship and 1 schooner remain at sea.

Stonington.

None remain, schooner Tekoa sold to Fairhaven.

New London.

Withdrawn.

Sch. Agate,	187	
" Caroline,	106	
Ship Corea,	365	Stone Fleet.
Bark Delaware,	299	Condemned.
" Dove,	151	Stone Fleet.
Sch. Exile,	83	
Bark Fortune,	291	Stone Fleet.
Ship Hannibal,	441	Condemned.
Bark Lark,	388	
Ship Montezuma,	424	Stone Fleet.
Bark New England,	368	"
" North America,	388	
Ship Phenix,	404	Stone Fleet.
Bark Tenedos,	245	"
Ship Vesper,	321	

Total, 15 vessels, and 4,461 tons.

In port, January, 1862, 2 ships, 3 barks, 1 brig and 1 schooner.

New Haven.

The same as last year, 1 ship, at sea.

Cold Spring.

The same as last year, 2 barks at sea.

Sag Harbor.

Withdrawn.

Bark Augusta,	390	Slaver.
Ship Emerald,	518	
" Jefferson,	435	
Bark Nimrod,	280	
" Noble,	273	Stone Fleet.
Ship Timor,	280	"

Total 6 vessels, and 2,176 tons.

Added.

Bark John A. Robb, 273 tons

In port, January, 1862, 1 bark.

Newport.

Although withdrawn last year, the Wm. Lee and Mechanic remained in port until sold for the Stone Fleet.

No vessel engaged in the business.

THE WHALE FISHERY.

REVIEW OF THE YEAR.

The past year has been characterized by a large diminution in the whaling fleet, the decrease having been larger than in any year since 1858, when the number of vessels engaged in the business from the United States, of all classes, amounted to 654, with a tonnage of 203,148 tons; on the 1st of January, 1862, the number will be but 422, with a tonnage of 127,608 tons, a decrease, in four years, of *two hundred and thirty-two* vessels, *and twenty-five thousand five hundred and forty* tons. The decrease for the past year has been *ninety* vessels and *thirty-one thousand one hundred and thirty-eight* tons; the decrease for the year ending December, 1860, was 57 vessels, and 18,096 tons; for 1859, 56 vessels and 18,273 tons; 1858, 29 vessels and 8,033 tons.

Previous to the great revulsion of 1857 the whaling business had been in a highly prosperous condition, oil was in good demand at remunerative and profitable prices, ships were fitted at great, and sometimes extravagant expense, the officers receiving fancy lays, and the whole business conducted upon "high pressure" principles. The ships fitted previous to 1858 having sailed at high cost, returning many of them with poor success, although many have brought in large cargoes, have, owing to the low prices, and in a great many instances the unwillingness to dispose of the catch at the ruling rates, proved ruinous to the owners. Ships fitted since that period have sailed at a greatly reduced cost, economy having been exercised both in the outfit and fitting, of the vessel, so that the business has become more adapted to the price of our great staples. Still the price of whale oil is not high enough to pay for the expense of catching it, although whalebone is greatly in excess of the price a dozen years since. Owing to the numerous substitutes for oil as an illuminating substance, whale oil has been driven pretty much from the market for that especial purpose, and we are sorry to be obliged to admit that the efforts of our merchants to procure, by the gratuity of a large sum of money for the production of lamps fitted to burn whale oil and give a light equal to these substitutes, have signally failed in realizing the object aimed at, viz: to increase the consumption of whale oil. The lamps for which prizes were awarded answered the expectations of all parties, but from a want of enterprize, as it seems to us, they have been introduced to a very limited extent.

Sperm oil, owing to the depression in the manufacturing interest, both in this country and Great Britain, is held at rather a low figure, but we think with the revival of business, which will surely ensue, it will rise to a profitable price, which should be about $1.50 per gal., to make the business a healthy one. As the stock on hand of sperm oil is very light, and there will be but little imported for several months, the probability is that it will advance from present prices within a short time, as there is a demand for both home use and export.

The coming year, as during the past, most of the vessels fitted will be for the sperm whale fishery, and those ships returning from sea too large or requiring heavy repairs will be sold for other business.

The vessels in port, an unusually large number, at this port alone there being 24 ships and 24 barks, and at all other ports 39 vessels—a total of 87, are for the most part good vessels, the purchases made by the government of old vessels to be sunk for the blockade of Southern ports having pruned out those needing heavy repairs.

The Cumberland Inlet fishery, for which 4 ships were fitted last year from this port and Fairhaven, have returned, with the exception of one which winters there, with indifferent success, owing to the unparalled severity of the winter of '60 and '61. The hopes entertained of this ground have been thereby disappointed, although with a less severe season, allowing for the usual breaking up of the ice, a profitable fishery might be prosecuted there. Two ships fitted from Fairhaven, in the same manner as the others, however proceeded into Hudson's Bay, and wintered in Sir Thomas Rowe's Welcome, and bring back cheering intelligence of the number of whales seen and the probability of large catches being made there. This news has stimulated the fitting of two ships which have already sailed and will visit those inhospitable seas as early in the Spring as possible. Other ships will probably be dispatched for the same destination the ensuing season.

During the year 6 of the fleet have been lost at sea, 6 have been condemned in foreign ports, and 3 have been taken by privateers in the Gulf of Mexico.

During the year 34 ships and barks have been withdrawn from the service at this port alone, (not including ship Rapid, 505 tons, and bark South America, 606 tons, which were taken out last year, but remained in port,) with a tonnage amounting to 11,801 tons; and 5 ships and barks, with a tonnage of 1,829 tons, have been lost. There have been added to the service 8 ships and barks and 1 schooner, with a tonnage of 2,540 tons—all having been engaged in the whale fishery at other ports. At present this city has in the whaling business 257 ships and barks and 1 schooner, with a tonnage of 87,128 tons—a decrease during the year of 31 vessels and 11,532 tons.

The past year 25 vessels have sailed from this port and 5 from Fairhaven, on whaling voyages, while in the previous year 66 vessels sailed from this port and 9 from Fairhaven. Of the ships sailed from this port the past year 8 have sailed to cruise in the Atlantic Ocean; 6 in the Pacific; 5 in the Atlantic and Indian; 2 in the Atlantic Ocean and Hudson's Bay; 2 in the Atlantic and Pacific; 1 in the Indian; and 1 in the Indian and Pacific Oceans. All the vessels sailing from Fairhaven have been fitted for the Atlantic Ocean. Not a ship has been fitted from this port for the North Pacific fishery during the year, while in '60 six sailed for that destination, and 9 in 1859. Not a single ship has been fitted for the Arctic, Ochotsk or Kodiak Seas from any port in the United States during the year 1861!

The great North Pacific fleet of past years, which in 1846 amounted to 292 ships, in 1850 to 144, in 1852 to 278, in 1854 to 232, in 1856 to 178, in 1858 to 196, and in 1860 to 120 ships, this year numbers only 61 ships. We have not yet received full returns from the fleet, but dates from the Sandwich Islands to Nov. 23d, state that 65 ships of all nations had arrived there—31 from the Arctic with an average catch of 836 bbls., and 34 ships from the Ochotsk Sea with an average of 760 bbls. Several ships have arrived at San Francisco with good fares, which will increase this average somewhat. The average will therefore be better, than for several years past, although not near as much oil will be taken owing to the small number of ships. In 1860, about 120 ships cruised at the North with an average catch of 518 bbls. of oil to each ship.

The following table gives the number of ships engaged in the North Pacific fishery for the last 17 years, and the average quantity of oil taken:

1845	163 ships averaged	953 bbls.
1846	292 ships averaged	869 bbls.
1847	177 ships averaged	1,059 bbls.
1848	159 ships averaged	1,164 bbls.
1849	155 ships averaged	1,334 bbls.
1850	144 ships averaged	1,692 bbls.
1851	138 ships averaged	626 bbls.
1852	278 ships averaged	1,343 bbls.
1853	238 ships averaged	912 bbls.
1854	232 ships averaged	794 bbls.
1855	217 ships averaged	873 bbls.
1856	178 ships averaged	822 bbls.
1857	143 ships averaged	796 bbls.
1858	196 ships averaged	620 bbls.
1859	176 ships averaged	535 bbls.
1860	120 ships averaged	518 bbls.
1861	61 ships averaged	

The imports of sperm oil for the year amount to 69,411 bbls.; whale oil 136,297 bbls.; and 1,125,374 lbs. of whalebone. The imports in 1860 were 73,236 bbls.; whale oil 140,176 bbls.; and 1,363,718 lbs. whalebone. A decrease for the year of 3,825 bbls. sperm; 3879 bbls. whale oil; and 238,344 lbs. whalebone.

The exports for the year have been 37,547 bbls. sperm oil; 48,525 bbls. whale oil; and 1,075,000 lbs. bone. The exports in 1860 were 31,785 bbls. sperm oil, 13,000 bbls. whale oil, and 826,230 lbs. bone. A very gratifying increase this year of 5,762 bbls. sperm oil; 35,525 bbls. whale oil; and 248,770 lbs. bone.

The stock of oil and bone in importers' and speculators' hands is as follows: 18,000 bbls. sperm oil; 80,000 bbls. whale oil; and 600,000 lbs. bone. Last year the stock was 20,300 bbls. sperm oil; 83,000 bbls. whale oil; and 800,000 lbs. bone. A decrease of 2300 bbls. of sperm oil; 3000 bbls. of whale oil; and 200,000 lbs. of bone.

The stock of whalebone on hand is very large and has continued to increase for the last five years, owing in a measure to the use of steel in the manufacture of hoop skirts and umbrellas, which at one time absorbed a large part of the importation, and materially aided in the rapid increase in value of the article since 1854. Yet we see that there is a continued firmness in the market, and that bone is held as high as at any time during the year.

The stock of whale oil is large but must be greatly reduced in the coming year, as the importation will necessarily be much reduced from former years. With the stock of whale oil reduced to the importations the market will be brought to a more healthy state, and then we can look forward to an advance to 55 and 60 cents, which would be about its real value.

The prices of both sperm and whale oil, and bone, have been lower than in 1860. The average prices during the year have been for sperm oil 131 1-3 cents per gal.; whale oil 44 7-8 cents per gal.; and whalebone 72 7-8 cents per lb. for Arctic, 68 2-3 cents per lb. for Ochotsk, and 62 3-4 cents per lb. for South Sea. The average price for 1860 was $1.41 1-2 per gal. for sperm oil; 49 1-2 cents per gal. for whale oil; and 80 1-5 cents per lb. for Northern bone, and 73 3-4 for Southern.

The following table gives the average prices of oil and bone for the past 20 years.

	Sperm.	Whale.	Bone.
Average for '61,	131 1-3	44 7-8	72 7-8
" " '60,	141 1-2	49 1-2	80 1-5
" " '59,	136 1-4	48 1-2	
" " '58,	121	54	92 1-4
" " '57,	128 1-4	73 1-4	96 3-4
" " '56,	162	79 1-2	58
" " '55,	177 1-5	71 3-10	45 1-4
" " '54,	148 3-4	58 5-8	39 1-5
" " '53,	124 3-4	58 1-8	34 1-2
" " '52,	123 3-4	68 1-6	50 3-4
" " '51,	127 1-4	45 5-16	34 1-2
" " '50,	120 7-10	49 1-10	34 2-5
" " '49,	108 9-10	39 9-10	31 4-5
" " '48,	100 1-2	36	36 7-8
" " '47,	87 7-8	33 3-4	34
" " '46,	88	32 7-8	33 5-8
" " '45,	90 1-2	36 1-2	40
" " '44,	63	34 1-2	35 3-4
" " '43,	73	33 3-4	23
" " '42,	94	31 3-4	19 2-3
" " '41,	100	30 1-2	19

By reference to the above statistics it will be noticed that 20 years since, and as late as twelve years, oils and bone were held at a much less figure than now, and yet the business was very profitable, and farther back the prices were still lower. But to account for this disparity it must be recollected that the expenses were not half as high then, and ships made a voyage and returned full in from 8 to 12 months, often taking their cargoes to Europe for sale, without breaking cargo, and returning home within a year. All this is changed. Leviathan has been driven from sea to sea, until long voyages to the Arctic and Ochotsk are necessary to secure a full ship, and those grounds for the past few years have been unproductive in a great measure, owing to the large number of ships and the wildness of the whales occasioned thereby.

The following table gives the number of vessels with their tonnage, employed in the American whale fishery Jan. 1st, 1862:

	Ships & Barks.	Brigs.	Schs.	Tonnage.
New Bedford,	257		1	87,128
Fairhaven,	23	1	5	8,386
Westport,	13	2		3,330
Dartmouth,	5			1,438
Mattapoisett,	9	1		2,065
Sippican,		1	3	464
Dist. of N. Bedford,	307	5	9	102,811
New London,	16	1	5	6,325
Nantucket,	13			4,619
Edgartown,	11		1	4,075
Sag Harbor,	7	3	1	2,247
Provincetown,	5		22	3,385
Warren,	3			946
Mystic,	1		1	465
New Haven,	1			567
Cold Spring,	2			554
Orleans,	1	1	1	530
Fall River,	1			164
Beverly,		1		143
Falmouth,	1			355
Holmes Hole,	1			257
Sandwich,	1			165
Total,	371	11	40	127,608

The following is a comparative statement of the tonnage for the past two years:

	Jan., 1861.	Jan., 1862.
New Bedford,	98,760	87,128
Fairhaven,	13,051	8,386
Westport,	3,751	3,330
Dartmouth,	1,656	1,438
Mattapoisett,	3,653	2,065
Sippican,	564	464
Wareham,	374	
Dist. of New Bedford,	121,809	102,811
New London,	11,248	6,325
Nantucket,	6,157	4,619
Edgartown,	5,384	4,075
Sag Harbor,	4,739	2,247
Provincetown,	3,250	3,385
Warren,	1,632	946
Mystic,	860	465
New Haven,	567	567
Cold Spring,	554	554

20

1860

19

Deduct--Ship William Tell, (lost) 370, bark Black Eagle, (sold) 311.....681

Jan. 1. 1860, 15 ships and barks, 4 brigs, tonnage....5,425

GREENPORT

Jan. 1. 1859, 6 ships and barks, tonnage.....1,657
Deduct—Sold and condemned, barks Prudent, 298, Oregon, 224, Caroline, 252, Neva, 362.....1,136

Jan. 1. 1860, 2 barks.....521

COLD SPRING.

Jan. 1. 1859, 4 ships and barks. tonnage.....1,606
Jan. 1. 1860, same.....

RECAPITULATIVE TABLE.

VESSELS EMPLOYED IN THE WHALE FISHERY

JANUARY 1, 1860.

	Ships & Barks.	Brigs	Schs.	Tonnage
New Bedford,	301	.	.	103.564
Fairhaven,	40	1	2	14,417
Westport,	18	2	.	4,233
Dartmouth,	9	.	.	2,453
Mattapoisett,	14	4	1	3,837
Sippican,	...	1	5	698
Wareham,	1	.	.	374
Dist. of N. Bedford.	383	8	8	129,576
New London,	33	3	7	12,825
Nantucket,	20	.	1	7,244
Edgartown,	16	.	2	5,696
Sag Harbor,	15	3	1	5,425
Warren,	10	.	1	3,286
Provincetown,	4	1	21	3,075
Mystic,	5	.	1	1,712
Cold Spring,	4	.	.	1,606
Stonington,	3	.	1	1,240
Falmouth,	3	.	.	1,106
Orleans,	.	2	1	638
Newport,	2	.	.	646
Beverly,	2	1	.	595
New Haven,	1	.	.	567
Greenport,	2	.	.	521
Fall River,	2	.	.	490
Holmes Hole,	1	1		420
Salem,	1	.	.	216
Sandwich,	1	.	.	165
Total, Jan. 1, 1859	508	19	44	177,049

Showing a diminution of 53 ships and barks, and 1 schr, with an aggregate of 17,041 tons.

Of the above is owned in the States of

Massachusetts,	433	13	33	149,221
Connecticut,	42	3	9	16,344
New York,	21	3	1	7,552
Rhode Island,	12	.	1	3,932
Total	508	19	44	177,049

The number of vessels and amount of tonnage employed in the whale fishery, since 1844 have been as follows:

	Ships & Barks.	Brigs.	Schs.	Tonnage.
Jan. 1, 1860,	508	19	44	177.049
Jan. 1, 1859,	561	19	45	195,115
Jan. 1, 1858,	587	18	49	203,148
Jan. 1, 1857,	593	22	40	204,209
Jan. 1, 1856,	585	21	29	199,141
Jan. 1, 1855,	584	20	34	199,842
Jan. 1, 1854,	602	28	38	208,399
Jan. 1, 1853,	599	30	32	206,286
Jan. 1, 1852,	558	27	35	193,990
Jan. 1, 1851,	502	24	27	171,971
Jan. 1, 1850,	510	20	13	171,484
Jan. 1, 1849,	581	21	12	196,110
Jan. 1, 1848,	621	22	16	210,663
Jan. 1, 1847,	670	31	21	230.218
Jan. 1, 1846,	678	35	22	233,189
Jan. 1, 1845,	643	35	17	218,655
Jan. 1, 1844,	595	41	9	200,147

In the compilation of the foregoing tables we would return thanks to our friends abroad as well as at home, for the prompt manner in which they have responded to our calls for information.

The Whale Fishery in 1860.

The Annual Statement of the American Whale Fishery is published in the *Whalemens' Shipping List* of the 8th inst., including the aggregate imports and exports of Oil and Bone; average prices for each month; comparative amount of stock on hand during the last four years; stock of oil and bone in the United States on the 1st inst.; table showing the number of ships in the North Pacific Fishery during the last fifteen years, and average catch; comparative statement of vessels and tonage employed in the Fishery during the last seventeen years.

The List says:

"The year commenced with no flattering prospects, nor has its success exceeded the moderate anticipations which were entertained. The whole number of vessels employed in the American Whale Fishery on the first of January 1861 is Five Hundred and Fourteen, against Five Hundred and Sixty Nine on the first of January 1860, showing a diminution of Fifty-five vessels, and an aggregate of 18,803 tons.

The imports of Sperm Oil amount to 73,708 bbls; of Whale Oil 140,005 bbls and of Whalebone 1,337,650 lbs.

The imports of 1859 were, Sperm Oil 91,408 bbls; Whale Oil 190,411 bbls. and of Whalebone 1,923,850 lbs. showing a falling off the past year of 17,700 bbls. sperm, 50,405 do. whale oil, and 586,200 lbs. bone

The average prices during the past year have been for sperm oil 141½ cents; whale oil 49½ cents per gallon. whalebone—Northern 80 1 5th cents, and South Sea 73¾ cents per lb.

The exports of oil and bone for the year have been as follows:—Sperm Oil 32,792 bbls; Whale Oil 13,007 bbls. and of Whalebone 911,226 lbs.; showing a falling off in the export of sperm from 1859, 19,415 bbls, and in whalebone 796,703 lbs., and an excess in whale oil of 4,828 bbls.

The news from the Northern Whaling Fleet the last season is very discouraging. During the season of 1860, about 140 American ships cruised North, including Kodiak, Arctic and Ochotsk Seas. From the information received it does not appear that their average catch will reach 600 bbls—the lowest average since the whaling business was pursued in these seas, according to the number of ships.

Six ships have been fitted from this port the last year for Davis' Straits—three from New Bedford and three from Fairhaven whose success remains to be proved.

Of the Northern fleet only two ships have been lost—he George & Mary, of New London, wrecked in Ochotsk Sea June 7th, and the Paulina, of this port, lost in a gale of wind off Lahaina Nov. 15.

We cannot now estimate the imports of oil for the current year. But while we think sperm oil will come fully up to that of the past year, whale must fall short.

The number of vessels employed in the right whaling business will be considerably diminished this year—Many of the largest will be withdrawn and put into the freighting business, while others, which need heavy repairs, will be sold and broken up."

☞ Extra copies of the Shipping List, in wrappers for mailing, may be had at the Counting-room, No. 21 Hamilton street. Price 6 cents.

1859

18

ANNUAL STATEMENT OF THE WHALE FISHERY FOR 1859.

The *Whalemens' Shipping List* of to-day contains its annual tabular statement of the result of the Fishery during the past year. A synopsis of the results shown in the tables is presented as follows:—

We lay before our readers to-day, the Annual Statement of the Whalefishery for 1859, it making the sixteenth number of statistical information based upon similar facts. The table which follows has been compiled from our books, and sources of undoubted reliability, and the strictest care has been observed in its preparation.

During the past year there have been heavy pecuniary losses, in the aggregate, to persons engaged in this branch of industry, while few have succeeded in realizing *golden* returns. Various causes combined to produce this result. Ships have returned with scanty fares, whose outfits were of the most liberal kind, and whose expenses during their absence contributed largely to the indebtedness of the owners These causes, added to the depreciation o' the price of oil, have entailed upon the Whalefishery the past year a series of misfortunes.

The number of vessels emplo ed in the service on the 1st January 1860, is 571, showing a decrease as compared with the previous year, of 54 vessels, with an aggregate of 18.066 tons--being a greater number than for the ten preceding years; and we predict that there will be as great a falling off the current year as in 1859.

The average price of sperm oil for the year 1859, was 136¼ cents per gallon, against 121 cents in 1858, showing an improvement in sperm oil.

In whale, for 1859, the average price was 48½ cents per gallon, against 54 cents for 1858, showing a decline in price for whale oil.

The imports for 1859 were as follows:—sperm 91,408 bbls.; whale, 190,411 bbls.; bone, 1,923.850 lbs. From this we gather that there has been an excess over the year 1858,—in sperm 9,467 bbls.; whale, 8,188 bbls., and in bone, 383,250 lbs.

The exports of oils and bone, figure:—sperm, 52,207 bbls.; whale, 8,179 bbls., and bone, 1,707,929 lbs.

The exports of sperm oil largely exceed that of 1858, while that of whale has been light. The exports of bone have been up to the average of former years.

There is a steady and increasing demand for sperm oil, both in this Country and Europe; and consumers will give it their preference to the many lubricating compounds forced upon buyers, that are composed chiefly of sperm, so long as importers will dispose of their stocks at prices offering inducements. The stock on hand and the quantity to arrive, of course govern the seller in fixing the real value upon the article; nevertheless, extremes should be avoided as calculated to injure rather than advance the trade. Sperm oil, from present indications, will doubtless reach 150 cents per gallon, a price full as low as it can be imported for.

Up to Nov. 16th there arrived at the Sandwich Islands 174 vessels from the Northern Seas with an average season's catch of 523 bbls. whale oil. The ill success that has attended the Northern Whalefishery the past season, as well as previous ones, affords but poor encouragement for the prosecution of this enterprise. Whales are both scarce and shy, and while in former years ships would fill in one cruise, they are now absent two, three and four years, and return, not a few of them, with comparitively nothing, involving the owners in heavy losses. That the fleet is larger than the business will warrant must be obvious to every reflecting mind, and our tables for 1860 we believe will show that our predictions are founded on fact. A gradual reduction is going on, and many ships, particularly those requiring heavy repairs, will be withdrawn from the service

IMPORTATIONS

Of Sperm Oil, Whale Oil and Whalebone into the United States in 1859.

	Bbls. Sp.	Bbls. Wh.	Lbs Bone.
New Bedford,	64,327	121,522	1,608,250
Fairhaven,	3,583	6,201	29,750
Dartmouth,	2.379	592	
Westport,	679	314	
Mattapoisett,	974	1,303	7,500
Sippican,	456	88	
District of N. Bedford,	72.398	130.020	1,645,500
New London,	1,489	29,483	188.000
Nantucket,	6,340	6.850	15,000
Sag Harbor,	1,152	3,608	18.000
Edgartown,	895	2,554	10,000
Warren,	1,395		
Provincetown,	2,625	1,349	
Mystic,	244	1,350	1,700
Greenport,	385	2.623	11,650
Cold Spring,		2,900	
Sandwich,	408	47	
Boston,	1,299	200	1,800
Providence,	293		
New York,	722	5.307	9,000
Stonington,	115	2,365	17.000
Beverly,	540	1,025	5,500
Salem,	362	114	
Orleans,	365	564	
Newport,	381	52	700
Total	91,408	190,411	1,923,850

IMPORTS FOR 1859.

	Bbls. Sp.	Bbls Wh.	Lbs. Bone.
January	1,060	303	1,500
February	none	none	none
March	4,115	21,317	505,350
April	8,441	40,558	617.900
May	14.715	65.885	551.700
June	21,980	13,696	46.700
July	14,175	9,880	23.050
August	10,457	15,749	75,350
September	5.970	10.033	18,600
October	3,956	4,350	23,600
November	4,526	7.099	45.100
December	2,013	1,361	15.000
	91,408	190,231	1,923,850
Provincetown "Shore Whaling"		180	
Total	91,408	190,411	1,923,850

IMPORTS FROM 1841 TO 1859.

Imports of 1859	91,408	190,411	1,923,850
" of 1858	81,941	182.223	1,540,600
" of 1857	78,440	230.941	2,058,900
" of 1856	80.941	197.890	2,592,700
" of 1855	72.649	184,015	2.707.500
" of 1854	76.696	319,837	3.445.200
" of 1853	103.077	260.114	5,652.300
" of 1852	78,872	84.211	1.259.900
" of 1851	99.591	328.483	3,966.500
" of 1850	92.892	200.608	2,869.200
" of 1849	100,944	248,492	2.281,100
" of 1848	107.976	280.656	2.003,000
" of 1847	120,753	313.150	3,341,680
" of 1846	95,217	207,493	2.276,930
" of 1845	157,917	272.730	3,167,142
" of 1844	139,594	262,047	2,532.445
" of 1843	166,985	206.727	2,000,000
" of 1842	165.637	161.041	1,600.000
" of 1841	159,304	207,348	2,000,000

EXPORTS.

Exports of Sperm Oils, Whale Oils and Whalebone from the United States, 1859.

	bbls. sp.	bbls. wh.	lbs. bone.
Havre,	129	5,954	430,560
Liverpool	7,529	42	99,336
Glasgow	2,804	201	.....
Bremen,	.....	1,434	378,744
Hamburg,	.....	.....	366.181
London,	41,670	.....	412,375
Gottenburg,	44	.....	.....
Rotterdam,	19	548	9,436
Oporto'	.....	.....	6,844
Amsterdam,	.....	.....	923
Riga,	12	.....	.....
Lisbon,	.....	.....	3,580
Total	52,207	8,179	1,707,929

STATEMENT

Of the average prices of Sperm Oil, and Whale Oil, on the first, eight, fifteenth, and twenty-fifth of each month of the year 1859.

SPERM OIL.

	1st.	8th.	15th.	25th.
January	135 1-2	135 1-2	135 1-2	138 4-5
February	141 4-5	148	150	150
March	150	150	146	145
April	142	141	137 1-2	137 1-4
May	137 5-6	137	138	137 2-3
June	138	135	132 2 3	130
July	128 1-2	127 1 4	127	127
August	125	127	125 1-2	125
September	125 2-3	127 1 3	131 3 4	131 3-4
October	135	135 1-2	135	135 1-3
November	136 2-3	136 2-3	137 2-3	137 2-3
December	137 2-3	136 1-5	140	140

Average price for 1859, 136¼ cents per gallon.

WHALE OIL.

	1st.	8th.	15th.	25th.
January	55	52	54 1-3	54 4-5
February	54 3-4	55 2-5	58 1-2	58
March	55	60	60	55
April	55	55	54	51 1-2
May	50	48	48 1-2	47 1-2
June	48	48 1 3	47	48
July	47 1-2	47 1-2	46 1-2	45
August	47	46	46	45
September	46	46 1-4	47	47
October	50	47 4-5	49	48 1-2
November	49	49	50	50
December	49 1 4	49 1-2	50	50

Average price for 1859, 48½ cents per gallon.

STATEMENT.

Stock of Oils and Whalebone in the United States, January 1st, 1860.

	bbls. sp.	bbls. wh.	lbs. bone.
N. Bedford & Fairhaven	9,014	64,950	248.600
New York (estimated)	.....	.....	90,000
Boston	315	.....	.....
Stonington	.....	250	.....
Nantucket	2,200	12.250	.....
Edgartown	.....	3,400	.....
Westport Point	1,100	250	.....
Newport	200	200	.....
Woods Hole	600	.....	.....
Sag Harbor	.....	2,120	.....
Warren	.....	1,700	.....
Greenport	.....	4,000	.....
Cold Spring	.....	2,960	.....
New London	.....	4,400	42,000
	13,429	96,480	380,600

AVERAGE PRICES OF OIL AND BONE.

"	'58,	121	54	92 1-4 c.
"	'57,	128 1-3	73 1-4	96 3-4 c.
"	'56,	162	79 1-2	58
"	'55,	177 2-10c.	71 3-10c.	45 1-4 c.
"	'54,	148 3-4c.	58 5-8c.	39 1-5 c.
"	'53,	124 3-4c.	58 1-8c.	34 1-2 c.
"	'52,	123 3-4c.	68 1-6c.	50 3-4 c.
"	'51,	127 1-4c.	45 5-16c.	34 1-2 c.
"	'50,	120 7-10c.	49 1 10c,	34 4-10 c.
"	'49,	108 9-10c.	39 9-10c.	31 8-10 c.
"	'48,	100 1-2c.	36	36 7-8 c.
"	'47,	87 7-8c.	33 3-4c.	34
"	'46,	88	32 7-8c.	33 5-8 c.
"	'45,	90 1-2c.	36 1-2c.	40
"	'44,	63	34 1-2c.	35 3-4 c.
"	'43,	73	33 3-4c.	23 c.
"	'42,	94	31 3-4c.	19 2-3 c.
"	'41,	100	30 1-2c.	19

NORTH PACIFIC FISHERY

Table showing the number of ships engaged in the North Pacific Fishery for the last fifteen years, and the average quantity of oil taken

1843	108 ships	averaged 1,349 bbls—	146.800 bbls.
1844	170 ships	averaged 1,528 bbls—	259,070 bbls.
1845	163 ships	averaged 953 bbls—	250,600 bbls.
1846	292 ships	averaged 869 bbls—	253,800 bbls.
1847	177 ships	averaged 1,059 bbls—	187,443 bbls.
1848	159 ships	averaged 1,164 bbls—	185,256 bbls.
1849	155 ships	averaged 1,334 bbls—	206,850 bbls.
1850	144 ships	averaged 1,692 bbls—	243,648 bbls.
1851	138 ships	averaged 626 bbls—	86.360 bbls.
1852	278 ships	averaged 1,343 bbls—	373,450 bbls.
1853	238 ships	averaged 912 bbls—	218,135 bbls.
1854	232 ships	averaged 794 bbls—	184,063 bbls.
1855	217 ships	averaged 873 bbls—	189,579 bbls.
1856	178 ships	averaged 822 bbls—	146.410 bbls.
1857	143 ships	averaged 796½ bbls—	113.900 bbls.
1858	196 ships	averaged 620 bbls—	121,650 bbls.

COMPARATIVE STATEMENT

Of tonnage of vessels employed in the Whale Fishery January 1, 1859, and January 1, 1860, with a list of vessels added, withdrawn, and lost from the several ports, since January 1, 1859.

NEW BEDFORD.

January 1, 1859. 316 ships and barks, tonnage 107,931
Added.—Ships Harvest, 360, Japan, 487, barks Antelope, 340, Black Eagle, 311, ... 1.498
109,429

Deduct.—Withdrawn, sold, condemned and lost, ships Condor, 349, Barclay, 281, Amethyst, 359, Franklin, 333, Twilight, 386, Caroline, 364, Olympia, 296, John & Edward, 318, Morea, 330, Cowper, 391, barks Dunbarton, 199, Osceola, 158, Sarah Sheaf, 402, Roscoe 2d, 235, Baltic, 395, Joseph Butler, 193, Ocean Wave, 380, Montezuma, 196, Wavelet, 300 ..... 5.865

Jan. 1. 1860. 301 ships and barks, tonnage..... 103,564

FAIRHAVEN.

Jan. 1. 1859, 45 ships and barks, 1 sch. tonnage..... 16,144
Added.—Brig Homer, 127, sch Emerald, 101..... 228
16,372

Deduct—Sold, withdrawn, &c., ships South Seaman, 497, Samuel Robertson, 421, Japan, 487, barks Wolga, 285, Iowa, 265,..... 1,955

Jan. 1. 1860, 40 ships and barks, 1 brig and 2 sch. ton 14,417

WESTPORT.

Jan. 1. 1859, 18 barks, 2 brigs, tonnage..... 4,233
Jan. 1. 1860, same.....

DARTMOUTH.

Jan. 1. 1859. 1 ship and 9 barks, tonnage..... 2,807
Deduct.—Bark Brighton (condemned)..... 354

Jan 1. 1860. 1 ship and 8 barks, tonnage..... 2,453

MATTAPOISETT.

Jan. 1. 1859, 2 ships, 11 barks, 5 brigs and 1 sch. ton.. 3.654
Added.—Bark Ocean Rover,..... 314
3,968
Deduct.—Brig Elvira, (condemned)..... 131

Jan. 1. 1860, 2 ships, 12 barks, 4 brigs and 1 sch, ton, 3,837

SIPPICAN.

Jan. 1 1859, 1 brig and 5 schs., tonnage 698
Jan. 1. 1860, same.....

WAREHAM.

Jan. 1. 1859, 1 ship, tonnage..... 374
Jan. 1. 1860, same.....

SANDWICH.

Jan. 1. 1859, 1 bark, tonnage,..... 165
Jan. 1. 1860, same.....

FALMOUTH.

Jan. 1. 1859, 2 ships and 1 bark, tonnage..... 1,106
Jan. 1. 1860, same.....

HOLMES HOLE.

Jan. 1. 1859, 1 bark and 1 brig, tonnage..... 420
Jan. 1. 1860, same.....

EDGARTOWN.

Jan. 1. 1859, 16 ships and barks, 2 schs, tonnage,.... 5,696
Jan. 1. 1860, same.....

NANTUCKET.

Jan. 1. 1859. 30 ships and barks, 3 brigs, 2 schs. ton, 11,037
Deduct.—Lost, sold, condemned and withdrawn, ships Ocean Rover, 417, Catawba, 335, Lexington, 399, Nantucket, 351, Monticello, 368, Columbia, 329, Planter, 340, Enterprise, 413, barks Apphia Maria, 261, Phenix, 323, brig Homer, 127, sch Eliza Jane, 130..... 3,793

Jan. 1. 1860, 20 ships and barks and 1 sch, tonnage.. 7,244

PROVINCETOWN.

Jan. 1. 1859, 5 barks, 1 brig, 20 schs, tonnage..... 3,099
Added.—Schs Emporium, 80, Estella, 94, V. Doane, 99, Weather Gague, 105..... 378
3.477
Deduct.—Sold, withdrawn, &c., bark Parker Cook, 130, schs Mountain King, 86, Waldron Holmes, 89, Union, 97..... 402

Jan. 1. 1860, 4 barks, 1 brig, 21 schrs, tonnage..... 3075

BEVERLY.

Jan. 1. 1859, 2 barks and 1 brig, tonnage..... 595
Jan. 1. 1860, same.....

SALEM.

Jan. 1. 1859, 1 bark, tonnage..... 216
Jan 1. 1860, same.....

ORLEANS.

Jan. 1. 1859, 1 bark, 2 brigs, 1 sch, tonnage..... 638
Jan. 1. 1860, same.....

FALL RIVER.

Jan. 1 1859, 2 barks, tonnage..... 490
Jan. 1. 1860, same.....

WARREN.

Jan. 1. 1859, 4 ships, 11 barks, tonnage..... 4,851
Added.—Sch J. E. Comstock..... 75
4,926
Deduct.—Sold and lost, ship Hoogley, 292, barks William Henry, 186, Florence, 326, Hector, 225, Belle, 286, Dolphin, 325..... 1,640

Jan. 1, 1860, 4 ships, 6 barks, 1 sch, tonnage..... 3286

NEWPORT.

Jan. 1. 1859, 3 barks, tonnage..... 986
Deduct.—Bark Antelope..... 340

Jan. 1. 1860, 2 barks, tonnage..... 646

NEW HAVEN.

Jan I. 1859, 1 ship, tonnage..... 567
Jan. 1. 1860, same.....

NEW LONDON.

Jan. 1. 1859, 43 ships and barks, 13 brigs & schs, ton, 16,755
Added.—Ship Monticello, 368, bark Fortune, 291..... 659
17,414
Deduct.—Lost, sold, withdrawn &c., ships John & Elizabeth, 296, Friends, 403, Corinthian, 505, Brooklyn, 360, Julius Cæsar, 347, Peruvian, 388, Charles Phelps, 362, barks Merrimac, 414, Zoe, 196, Iris, 245, Venice, 353, Architect, 400, schs R. B. Coleman, 115, Atlantic, 130, J, E. Comstock, 75..... 4,589

Jan. 1. 1860, 33 ships and barks, 10 brigs & schs, ton, 12,825

MYSTIC.

Jan. 1. 1859, 6 ships and bark, 2 schs, tonnage..... 2.237
Deduct.—Ship Meteor, (withdrawn,) 325, sch Frank, (lost) 200..... 525

Jan. 1. 1860, 5 ships and barks, 1 sch, tonnage..... 1,712

STONINGTON.

Jan. 1. 1859, 4 ships and barks, 1 sch, tonnage..... 1.537
Deduct.—Bark Eugene, (sold)..... 297

Jan. 1. 1860, 3 ships and barks, 1 sch, tonnage..... 1,240

SAG HARBOR.

Jan. 1. 1859. 16 ships and barks, 4 brigs & schs, ton, 5,956
Added.—Brig Myra..... 150
6,106

1859

ANNUAL REVIEW OF THE WHALE FISHERY.

The *Shipping List* publishes its annual statement in regard to the whale fishery of 1858, from which we collect the following: As compared with former years, it has been generally unproductive, and in many cases disastrous; in consequence of which the fleet has been diminished 8033 tons, 26 ships and barks and 4 schooners, as compared with the previous year. There have been but few losses at sea—the only ones reported of the northern fleet being the Rajah of New Bedford, and the Columbus of New London. The prospects for the coming year are far from flattering, and from present appearances there will be a further diminution of the fleet.

1859

The following table shows the importation of sperm and whale oils and whalebone, into the United States during the past year:

	bbls. sp. oil.	bbls. wh. oil.	lbs. bone.
New Bedford,	46 218	103,105	1,184,900
Fairhaven,	8,553	15,745	84,500
Dartmouth,	1,801	250	
Westport,	2,366	445	4,500
Mattapoisett,	2.936	777	300
Sippican,	576	248	
District of N. Bedford,	62,450	120,570	1,274,200
New London,	1,830	38,120	116,100
Nantucket,	7,945	2,684	5,100
Sag Harbor,	1,321	4,200	15,000
Edgartown,	2,024	4,827	9,400
Warren,	776	48	12 700
Provincetown,	1,289	2,655	1,500
Mystic,		1 092	
Greenport,		1,225	
Cold Spring,	25	3,984	21,000
Falmouth,	3,130		
Orleans,	309	188	
Fall River,	151	134	
Holmes Hole,	351	910	700
New York,		120	90,200
Boston,	340	1,466	25,300
Total,	81,941	182,223	1,540 600

The importations for 1857, were 78,444 barrels of sperm oil, 230,941 barrels of whale oil, and 2,058,850 pounds of bone.

The exports for 1858 have been 3,336 barrels of sperm, 19,503 barrels of whale oil, and 1,049,466 lbs. of whalebone, while in 1857 the exports were 37,231 barrels of sperm, 17,407 barrels of whale oil, and 1,835,662 lbs. of bone.

It is estimated that 17,176 barrels of sperm oil, 82,375 bbls. whale oil, and 400,000 lbs. of whalebone were in the hands of importers and speculators Jan. 1, 1859, of which 13,399 barrels of sperm 57,155 bbls. whale oil and 204,300 lbs. of bone, were held in the District of New Bedford. At the same time in 1858 there were in the market 39,307 bbls. sperm, 92,193 bbls, whale oil, and 235,500 lbs. whalebone.

The average price of sperm oil during the last year has been $1.21 per gallon against $1.28⅓ in 1857, and $1.62 in 1856. The price of whale oil has averaged 54 cents per gallon, against 73¼ in 1857, and 79½ cents in 1856. Whalebone has averaged 94½ cents for Polar and 90 for Northwest, while in 1857 the average was 96¾; in 1856, the average was 58 cents.

The number of vessels employed in the whale fishery from ports in the United States, is 561 ships and barks, 19 brigs and 45 schooners, with a tonnage of 195,115 against 587 ships and barks, 18 brigs and 49 schooners, with a tonnage of 203,-148 in 1857.

The number of whalers owned in New Bedford is 316 ships and barks, with a tonnage of 107,931; added the past year one ship and three barks—tonnage 1,428; withdrawn, sold, condemned and lost, six ships and six barks—tonnage 3,764. In Fairhaven 45 ships and barks and one schooner—tonnage 16,144; sold and condemned two ships—596 tons. In Westport 18 barks 2 brigs—tonnage 4,233. In Dartmouth one ship and nine barks—tonnage 2807. In Mattapoisett, 2 ships, 11 barks, 5 brigs and 1 schooner—tonnage 3654. In Sippican 1 brig and 5 schooners –tonnage 698; added the past year 1 schooner of 100 tons. In Wareham 1 ship 374 tons. The above embraces the district of New Bedford, with a total of 403 ships and barks, 8 brigs, 7 schooners, with a tonnage of 135,841.

In Sandwich one bark of 165 tons is employed in the whale fishery; in Falmouth, 2 ships and 1 bark—1168 tons; in Holmes Hole, 1 bark and 1 brig—420 tons; in Edgartown, 16 ships and barks and 2 schooners—tonnage 5696—sold one schooner of 80 tons the past year; in Nantucket, 30 ships and barks, 1 brig and 2 schooners—tonnage 11,-037—lost, sold and condemned, five ships, 1 bark and 1 schooner—tonnage 2036; in Provincetown, 5 barks, 1 brig and 20 schooners—tonnage 3099—sold and withdrawn 1 brig and 1 schooner—238 tons; in Beverly, 2 barks and 1 brig—595 tons—added 1 brig of 143 tons; in Salem a bark of 216 tons; Orleans, 1 bark, 2 brigs and 1 schooner—638 tons; Fall River, 2 barks—490 tons; Warren 4 ships, 11 barks—tonnage 3851—sold 1 ship of 567 tons; Newport, 3 barks of 986 tons; New Haven, 1 ship of 567 tons; New London, 43 ships and barks, 3 brigs and 10 schooners—tonnage 16,755—added 1 bark of 293 tons, and lost, sold and withdrawn, 3 ships, 2 barks and 3 schooners of 2073 tons; Mystic, 6 ships and barks and 1 schooner—tonnage 2040, added 1 schooner of 200 tons; Stonington, 4 ships and barks, 1394 tons—sold 1 ship of 311 tons; Sag Harbor, 16 ships and barks, 2 brigs and 2 schooners—tonnage 5956—added 1 schooner of 116 tons—one bark condemned of 299 tons; Greenport, 6 ships and barks—tonnage 1657—sold 1 bark of 293 tons; Cold Spring, 5 ships and barks of 2129 tons.

19

Of the above is owned in the State of

Massachusetts	481	13	35	164,446
Connecticut	58	3	13	22,080
New York	29	2	1	10,218
Rhode Island	19			6,404
Total	587	18	49	203,148

The number of vessels and amount of tonnage employed in the whale fishery, since 1844 have been as follows:

	Ships & Barks	Brigs	Schs	Tonnage
Jan. 1, 1858	587	18	49	203,148
Jan. 1. 1857	593	22	40	204,209
Jan 1, 1856	585	21	29	199,141
Jan. 1, 1855	584	20	34	199,842
Jan. 1, 1854	602	28	38	208,399
Jan. 1, 1853	599	30	32	206,286
Jan. 1, 1852	538	27	35	193,990
Jan. 1, 1851	502	24	27	171,971
Jan. 1, 1850	510	20	13	171,484
Jan. 1, 1849	581	21	12	196 110
Jan. 1. 1848	621	22	16	210 663
Jan. 1, 1847	670	31	21	230,218
Jan. 1, 1846	678	35	22	233,189
Jan. 1, 1845	643	35	17	218,655
Jan. 1, 1844	595	41	9	200,147

AVERAGE VOYAGES

Made by Sperm and Right Whalers from 1847 to 1856, inclusive, with the average time absent, and quantity of Oil brought home.

ARRIVALS IN 1848.

52 sperm whalers	41m 19d	1292	192	67178	9988
122 right "	33m 2d	222	2187	27081	266824
1 Greenland "	7m 19d		727		722
31 Atlantic sp "	16m 21d	303	18	9395	552
Sent home fm outward bound, wrecked &c				4322	2565
				107976	280656

ARRIVALS IN 1849.

54 sperm whalers	41m 21d	1284	168	69524	9066
102 right "	32m 09d	209	2271	21355	231631
1 Greenla "	7m 14d		728		728
28 Atlantic sp "	6m 16d	216	25	6052	697
Sent home fm outward bound, wrecked &c				4013	6090
				100944	248202

ARRIVALS IN 1850.

48 sperm whalers	41m 22d	1189	115	57099	5539
83 right "	33m 20d	189½	2217	15727	183992
1 Greenland "	7m 16d		485		485
33 Atlantic sp "	9m 14d	235	14	8917	521
Sent home fm outward bound, wrecked &c				11149	10,071
				92892	200608

ARRIVALS IN 1851.

		sp	wh.	sp.	wh
53 sperm whalers	44m 4d	1170	333	61995	17662
46 Atlantic sp "	10m 24d	201	9	9259	437
83 2 season rt "	35m 16d	130	2619	10901	217331
33 1 season rt "	20m 10d	111	2431	3677	80239
1 Greenland "	8m 20d		258		258
Sent home fm outward bound, wrecked &c				13759	12556
				99591	328483

ARRIVALS IN 1852.

		sp	wh	sp	wh
50 sperm whalers	44m 21d	1054	151	52 705	7,545
54 Atlantic sp "	13m 1d	201	38	10,865	2,083
16 2 season rt "	33m 14d	198	1,989	2,045	31,826
7 1 season rt "	17m 2 1d	85	1 852	897	12,968
Sent home fm outward bound, wrecked &c				12,640	29,789
				78,872	84,211

ARRIVALS IN 1853.

		sp	wh	sp	wh
64 sperm whalers	44m 01 d	1004	153	64,284	9 810
67 Atlantic sp "	14m 05 d	167	32	1 ,183	2, 68
59 2 season rt "	33m 24 d	134	1,908	7,896	112,613
24 1 season rt "	18m 27 d	69	1,981	1,670	47,559
Sent home fm outward bound, wrecked &c				18,044	87,964
				103,077	260,114

ARRIVALS IN 1854.

34 sperm whalers	34m 1d	896	187	30469	6347
69 Atlantic sp "	15m 7d	207	114	14245	7799
117 2 season rt "	34m 18d	92	1778	10785	207976
4 1 season rt "	12m 29d	7	603	29	2411
Sent home fm outward bound, wrecked &c				21168	97615
				76696	322,148

ARRIVALS IN 1855.

37 sperm whalers	41m 18d	9 3	73	35269	2823
43 Atlantic sp "	1 m 17d	158	110	6809	47 2
79 2 season rt "	41m 26d	68	1512	5352	119446
11 season rt "	21m 11d	511	1841	511	1841
1 Davis Straits					184
Sent home fm outward bound, wrecked &c				24708	54989
				72649	184015

ARRIVALS IN 1856.

47 sperm whalers	42m 1d	928	149	43613	701[illegible]
67 Atlantic sp "	15m 11d	131½	203½	8807	13648
71 2 season rt "	38m 12d	106	1665	7539	118454
31 season rt "	20m 10d	174	1925	523	5776
Sent home fm outward bound, wrecked &c				20459	52997
				80941	197890

ARRIVALS IN 1857.

47 sperm whalers	42m 28d	736	174	39804	8719
56 Atlantic sp "	15m 7d	163	129	9129	7228
102 right "	37m 26d	91½	1532½	9321	156314
Sent home fm outward bound, wrecked &c				20186	58680
				78440	230941

NORTH PACIFIC FISHERY

Table showing the number of ships engaged in the North Pacific Fishery for the last fifteen years, and the average quantity of oil taken

1841	20 ships averaged 1412 bbls—	28200 bbls.
1842	29 ships averaged 1627 bbls—	47200 bbls.
1843	108 ships averaged 1349 bbls—	146800 bbls.
1844	170 ships averaged 1528 bbl —	259 70 bbls.
1845	263 ships averaged 953 bbls—	250600 bbls.
1846	292 ships averaged 869 bbls—	253800 bbls.
1847	177 ship, averaged 059 bbls—	187443 bbls.
1848	159 ships averaged 1164 bbls—	185256 bbls.
1849	155 ships averaged 1334 bbls—	206850 bbls.
1850	144 ships averaged 692 bbls—	243648 bbls.
1851	138 ships averaged 626 bbls—	86360 bbls.
1852	278 ships averaged 1343 bbls—	373450 bbls.
1853	238 ships averaged 912 bbls—	218135 bbls.
1854	232 ships averaged 794 bbls—	184063 bbls.
1855	217 ships averaged 873 bbls—	189579 bbls.
1856	178 ships averaged 822 bbls—	146410 bbls.

ANNUAL REVIEW OF THE WHALE FISHERY.

The *Shipping List* publishes its annual review of the Whale Fishery for 1857, from which we collect the following statement:

The effect of the financial pressure has been disastrous to the whaling interests, leading to a diminished consumption and a reduction of prices below a profitable margin. The foreign demand has been comparatively limited, and considering the large stock on hand and the stagnation of business, the prospects for the coming year are not as flattering as in some former years.

The North Pacific fleet the past season contained about 150 vessels, being about 30 less than in the preceding year. The average amount of oil to each ship, obtained by 109 vessels of this fleet arrived at the Sandwich Islands, is 808 bbls., which is about the average of last year. Some of these vessels have taken very large fares, while others have done comparatively nothing. Only two vessels of the Northern fleet were lost the past season, up to the latest dates—the bark Newton, of this port, and ship Indian Chief, of New London.

The importation of sperm oil is 2,500 bbls. less than in the preceding year, and that of whalebone 534,000 lbs. The imports of whale oil are 33,000 bbls. more than in 1856. This arises chiefly from the shipments made at the Sandwich Islands by vessels which continue their voyages, and therefore a diminution in the aggregate import for the coming year is expected of from 75,000 to 100,000 bbls. of whale oil, and a corresponding decrease of bone.

The following table shows the importation of sperm and whale oils and whalebone, into the the United States in 1857:

Ports.	Ships and Barks	Brigs Schrs	Bbls Sperm Oil.	Bbls Whale Oil.	Lbs. Whale Bone.
New Bedford,	103	2	48,108	127,362	1,350,850
Fairhaven,	15		5,500	17,417	103,200
Dartmouth,	1		344	49	2,100
Westport,	8	2	4,765	396	
Wareham,	1		408	1,609	3,000
Sippican,		3	309	68	
Mattapoisett,	3	4	2,012	2,143	20,700
Dist. of N. Bedford	131	11	61,446	149,044	1,479,850
New London,	19	5	3,619	28,683	89,600
Nantucket,	6	2	3,456	5,736	20,300
Sagharbor,	2	2	1,100	5.875	20,100
Edgartown,	3	1	880	3,331	18,400
Warren,	3		563	5,959	33,700
Provincetown,	2	18	1,981	2,712	5,800
New York,	5		1,866	11,263	306,300
Greenport,	3		592	3 299	5,600
Cold Spring	1		201	371	3,100
Stonington,	1		103	2,050	17,800
Mystic,	2		480	4,856	14,500
Boston,	3		131	104	10,000
Holmes Hole,	2		225	3,930	14,500
Orleans		2	113	313	2,100
Fall River,	1		700	800	
Lynn,	1		108	2,550	17,200
Providence,	1		358	5	
New Haven,	1		58		
Philadelphia,		2	94		
Beverly,	1		346	40	
Gloucester,		1	20	20	
Total for 1857,	173	38	78,440	230,941	2,058,850

In addition to the above, there was imported into the port of Boston from St. Johns, N. F., 3,129 bbls. of seal, 124 bbls. of whale, and 20 bbls. of sperm oil.

It is estimated that 39,307 bbls. of sperm, 92,193 bbls. of whale oil, and 235,500 lbs. of whalebone were in the hands of importers and speculators on the 1st of January, of which 33,159 bbls. of sperm, 65,403 bbls. of whale oil, and 156,200 lbs. of whalebone, were held in the district of New Bedford, including New Bedford, Fairhaven, Dartmouth, Westport, Mattapoisett and Sippican.

The stock of sperm oil now on hand is about 10,000 bbls. more than in January 1857; of whale oil 47,000 bbls. more, and of bone about 60,000 lbs. less than in January, '57.

The exports from the United States during the past year have amounted to 37,231 bbls. of sperm, 17,407 bbls of whale oil, and 1,835,662 lbs. of whalebone.

The average price of sperm oil during the year has been $1.28⅓ per gallon, against $1.62 in 1856 and $1.77 2-10 in 1855—the quotation commenced the year at $1.30, and ended with $1.05, the highest price being $1.47½ in April. The price of whale oil has averaged 73¼ cents per gallon, against 79½ in 1856, and 71 3-10 in 1855—it commenced the year at 79 cents and closed at 65 cents, the highest price attained being 79 cents in January and February. Whalebone has averaged 96¾ cents per lb., against 58 in 1856, and 45¼ in 1855—it commenced the year at 65 cents and ended at $1; the highest price attained was $1.35 in September and October.

The number of vessels employed in the whale fishery is 654; of which 587 are ships and barks, 18 brigs, and 49 schooners, with a tonnage of 203,148 tons—being a reduction of 6 ships and barks and 4 brigs, and an addition of 9 schooners, with a reduction in the aggregate tonnage of 665 tons. The number of whalers owned in this city is 324 ships and barks, whose tonnage is 110,267. In Fairhaven, 47 ships and barks, and 1 schooner, with a tonnage of 16,840. In Westport, 18 ships and barks, 1 brig, and 1 schooner—tonnage 4,233. In Dartmouth, 10 ships and barks—tonnage 2,807. In Mattapoisett, 13 ships and barks, 5 brigs, and 1 schooner—tonnage 3,654. In Sippican, 1 brig and 4 schooners—tonnage 598. In Wareham, 1 ship of 374 tons. Total in the district of New Bedford, 413 ships and barks, 7 brigs and 7 schooners, with a tonnage of 138,773 tons.

Of the whole number of vessels employed in the whale fishery from the United States, there are owned in Massachusetts 481 ships and barks, 13 brigs, and 35 schooners—tonnage 164,446. Connecticut has 58 ships and barks, 3 brigs and 13 schooners—tonnage 22,080. New York 29 ships and barks, 2 brigs, and 1 schooner—tonnage 10,218. Rhode Island, 19 ships and barks—tonnage 6,404.

There have been added to the fleet the past year, from this port, 11 ships and barks—tonnage 4,239; lost, sold and condemned, 16 ships and barks—tonnage 5,336. From Fairhaven have been added 1 ship, 1 bark, and 1 schooner—tonnage 936; lost and sold, 2 barks and 1 schooner—tonnage 752. Westport added 1 bark of 250 tons. Dartmouth added 1 bark of 306 tons, and lost 1 bark of 199 tons. Mattapoisett added 1 bark of 124 tons. Sippican added 1 brig and 1 schooner, of 274 tons. Wareham same as last year. Sandwich the same. Falmouth the same. Holmes Hole sold 2 ships of 799 tons. Edgartown added 2 ships and 1 schooner of 953 tons; and lost 1 schooner of 132 tons. Nantucket added 1 ship, 1 bark and 1 schooner—tonnage 810; sold and condemned, 4 ships of 1357 tons. Provincetown added 1 brig and 6 schooners of 734 tons; lost 1 schooner of 132 tons. Beverly the same as last year. Lynn has no vessel now engaged in the whale fishery, the only ship having been condemned the past year, which was of 323 tons. Orleans same as last year. Fall River sold 1 bark of 225 tons. Warren added 1 bark of 375 tons. Salem the same as last year. Newport, 1 bark condemned of 220 tons. Providence, the only ship belonging to that port was lost the past year, of 298 tons. New London added 4 barks and 3 schooners, of 1877 tons; lost, sold, condemned and withdrawn, 1 ship, 4 barks, and 2 schooners, of 1721 tons. Mystic same as last year. Stonington, 1 bark condemned of 244 tons. Sag Harbor, 3 barks added, of 1009 tons; withdrawn, 1 schooner, of 116 tons. Greenport, 1 ship and 1 bark condemned, of 702 tons. Cold Spring, same as last year.

1857

THE WHALE FISHERY IN 1857.

We present to our readers in this number of the *Mercury*, the annual statement of the *Whalemen's Shipping List*, giving the results of the fishery during the past year, including the amount of Imports and Exports of Oil and Bone, Prices Current, &c., &c:

"The number of American vessels employed in the Whale Fishery now includes 587 ships and barks, 18 brigs, and 49 schooners, making an aggregate of 203,148 tons. During the past year there have been but few vessels added to the fleet, while several have been withdrawn and others lost, making a diminuation as compared with the begining of the year of 665 tons. The loss of vessels in the Northern whaling fleet during the year has been unusually small, including only two ships,—the Newton, of this port, and the Indian Chief of New London.

The whaling fleet in the North Pacific Ocean has comprised about 150 ships, which is a diminution of about 30 ships as compared with the fleet of 1856. The quantity of oil obtained by 109 ships whose arrivals at the Sandwich Islands have been reported, averages 808 bbls., which does not vary much from the average of the preceeding year. Of the fleet in the Ochotsk Sea, some of the vessels have met with good success, and others have done comparatively nothing.

The importation of sperm oil during the year falls short of that of the preceeding year 2,500 bbls., and of whalebone 534, 00 lbs., while the importation of whale oil shows an excess of 33,000 bbls. over that of 1856. The increased importation of whale oil during the year has arisen chiefly from shipments via Sandwich Islands by vessels which have not completed their voyages; and will consequently be followed by a diminished importation the present year, estimated at from 75,000 to 100,000 bbls., and a corresponding diminution of Bone.

The stock of sperm oil now on hand, as exhibited iin our tables, exceeds that of the corresponding period of 1857, by about 10,000 bbls., of Whale Oil, 47,000 bbls, and of Whalebone, the quantity on hand is about 60,000 lbs., less than in January 1857.

The financial pressure which has prevailed throughout this country and in Europe, has been severely felt in the Whale Fishery, from a greatly diminished consumption of our staples, and a consequent reduction of prices to a point in many cases involving actual loss, and at which holders have been willing to oberate only as their immediate necessities have required. Thedemand for the foreign market although exceeding that of 1856 has been limited, and with the large stock now on hand, and the great stagnation which continues in business generally, the prospects of the Whale Fishery for the coming year are far from flattering.—Most of the ships now at sea have been fitted at high cost, owing to the high prices that have prevailed for outfits and labor during the past few years, and unless at a considerable advance upon the present prices for Oil, must necessarily fail to remunerate their owners, for the capital and industry employed in their protracted voyages. The best hope of a more successful future is only to be found in a diminution of the market and the return of activity to the various branches of industry in our country with which the Whale Fishery is so intimately connected.

Amount of Sperm Oil, Whale Oil and Whalebone in importers and speculators hands on the 1st of January 1858.

	bbls. sp.	bbls. wh.	lbs. bone.
New Bedford,	27,440	64 143	135,400
Dartmouth,	180	....	....
Westport,	2,500	....	....
Mattapoisett,	2,409	1,260	20,800
Sippican,	630	....	....
District of New Bedford,	33 159	65,403	156,200
New London,	820	7,463	6,500
Nantucket,	2,300	2,700	....
Sag Harbor,	....	2,610	....
Edgartown,	....	1,000	....
Warren,	115	3,242	17,800
Boston and Provincetown,	1,450	2,255	5,000
Mystic,	170	5,600	....
Stonington,	....	900	....
New York,	200	....	50,000
Falmouth,	300	....	....
Newport,	250	400	....
Fall River,	58	....	....
Beverly,	290	20	....
Holmes Hole,	160	600	....
Salem,	35	....	....
Total,	39,307	92,193	235,500

IMPORTATIONS

Of Sperm Oil, Whale Oil, and Whalebone into the United States in 1857.

Ports	Ships and Barks	Brigs Schrs	Bbls Spm Oil.	Bbls Whale Oil	Lbs. Whale Bone
New Bedford	103	2	48,108	127,362	1,350,850
Fairhaven	15		5,500	17,417	103,200
Dartmouth	1		344	49	2,100
Westport	8	2	4,765	396	
Wareham	1		408	1,609	8,000
Sippican		3	309	68	
Mattapoisett	3	4	2,012	2,143	20,700
District of N Bedford	131	11	61,446	149,044	1,479,850
New London	19	5	3,619	28 683	89,600
Nantucket	6	2	3,456	5,736	20,300
Sagharbor	2	2	1,100	5,875	20.100
Edgartown.	3	1	880	3,331	18 400
Warren	8		563	5,959	33,700
Provincetown	2	18	1,981	2,712	5,800
New York	5		1,866	11 263	306.300
Greenport	3		592	3,299	5,600
Cold Spring	1		201	371	3.100
Stonington	1		103	2,050	17,800
Mystic	2		480	4,856	14,500
Boston	3		131	104	10,000
Holmes Hole	2		225	3,930	14,500
Orleans		2	113	313	2,100
Fall River	1		700	800	
Lynn	1		108	2550	17,200
Providence	1		358	5	
New Haven	1		58		
Philadelphia		2	94		
Beverly	1		346	40	
Gloucester		1	20	20	
Total for 1857	173	38	78,440	230,941	2,058,850

IMPORT OF 1857.

	Sperm	Whale.	Bone.
January.	946	860	8,200
February.	4,322	8,786	37.500
March.	2,748	26,059	572,950
April.	8.881	39,709	392,950
May.	14,902	89,340	625,450
June.	15,631	31,874	199,050
July.	7,529	15.132	77,050
August.	9,260	12,187	85,400
September.	6,493	2,291	14,000
October.	3,980	1,780	13.100
November.	2,823	2,760	7,000
December.	925	563	27,200
Total	78,440	230,941	2,058,900

EXPORTS.

Of Oils in Whalebone in—

1856	2,052	971	2,000,784
1857	37 231	17,407	1,835 662

addition to the above there have been imported into the rt of Boston from St Johns, N. F. 3,129 bbls. Seal Oil, bbls. Whale Oil and 20 bbls. Sperm Oil.

	Bbls. spm	Bbls. wh.	Lbs bone.
Imports for 1855,	72,649	184,015	2,707 500
" 1854,	76,696	319 837	3,445,200
" 1853,	103 077	260,114	5,652,300
" 1852,	78,872	84,211	1,259.900
" 1851,	99,591	328.483	3,9 6,500
" 1850,	92,892	200,608	2,869,200
" 1849,	100,944	248,492	2,281,100
" 1848	107,976	280,636	2,003,000
" 1847,	120.753	313.150	3,341,680
" 1846,	95,217	207,493	2,276,939
" 1845,	257.917	272,730	3,167,142
" 1844,	139.594	262,047	2.532,445
" 1843,	166,985	206,727	2 000,000
" 1842,	165,637	161,041	1 600 000
" 1841	159,304	207,345	2,000,000

STATEMENT

Of the prices of Sperm Oil, Whale Oil, and Whalebone on the first and fifteenth of each month of the year 1857, together with the Average price per year for fifteen years past.

	Spm. Oil.		Wh. Oil.		W. Bone.	
	1st.	15th.	1st.	15th.	1st.	15th.
January	130	130	79	79	65	65
February	130	134	79	79	73	80
March	134½	138½	73	75	79½	79½
April	147½	147	74	75	80	80
May	147	137¾	73¼	71¾	82	87½
June	125	125	69½	72	92½	86
July	125	125	71½	72½	85	97½
August	125	125	74	74	97½	127½
September	129½	130	74	74	128	135
October	130	130	74	74	135	135
November	130	101½	74	65	110	110
December	100	105	65	65	100	100
Average for '57,	128 1-3		73 1-4		96 3-4 c.	
" " '56,	162		79 1-2		58	
" " '55,	177 2-10c.		71 3 10c.		45 1-4 c.	
" " '54,	148 3-4 c,		58 5-8 c.		39 1-5 c.	
" " '53,	124 3-4 c,		58 1-8 c.		34 1-2 c.	
" " '52,	123 3-4 c,		68 1-6 c.		50 3-4 c	
" " '51,	127 1-4 c,		45 5-16c.		34 1-2 c	
" " '50,	120 7-10		49 1-10		34 4-10	
" " '49,	108 9-10		39 9-10		31 8-10	
" " '48,	100 1-2		36		30 7-8	
" " '47,	87 7-8		33 3-4		34	
" " '46,	88		32 7-8		33 5-8	
" " '45,	90 1-2		36 1-2		40	
" " '44,	63		34 1-2		35 3-4	
" " '43,	73		33 3-4		23	
" " '42,	94		31 3-4		19 2-3	
" " '41,	100		30 1-2		19	

COMPARATIVE STATEMENT.

Of tonnage of vessels employed in the Whale Fishery Jan. 1, 1857, and Jan. 1, 1858, with a list of vessels added, withdrawn and lost from the several ports, since Jan. 1, 1857.

NEW BEDFORD.

Jan. 1 1857, 329 ships and barks, tonnage,.....111,364
Added—Ships Edward, 339, Hibernia 2d, 551, Oneida, 420, Gazelle, 340, Pocahontas, 341, America, 418, barks Mary & Susan, 409, Camilla, 429, Lagrange, 280, John P. West, 420, Java, 292,.....4,289

.....115,653
Deduct—Lost, sold and condemned—Ships Nauticon, 372, Natchez, 524, Canada, 545, Alice Mandell, 413, Montpelier, 320, Liverpool, 306, Rebecca Simms, 400, James Edward, 434, Pocahontas, 341, barks Byron, 179, Susan, 261, Bevis, 214, Malta, 151, Keoka, 250, Newton, 283, J. E. Donnell, 343,.....5,336

Jan. 1. 1858, 324 ships and barks, tonnage,.....110,267

FAIRHAVEN.

Jan. 1. 1857, 47 ships and barks, 1 schr. tonnage.....16,656
Added—Ship Rebecca Simms, 400, bark Oriole, 406, schr. Oxford, 130,.....936

.....17,592
Deduct—Lost and sold—barks Lagrange, 280, Java, 292, schr. Alfred, 180,.....752

Jan. 1. 1858, 47 ships and barks, 1 schr. tonnage,.....16,840

WESTPORT.

Jan. 1. 1857, 17 barks, 1 brig, 1 schr., tonnage.....3,983
Added—Bark Keoka,..... 250

Jan. 1, 1858, 18 barks, 1 brig and 1 schr, tonnage,.....4,233

DARTMOUTH.

Jan 1. 1857, 1 ship and 9 barks, tonnage,.....2,700
Added—Bark Liverpool,.....306

.....3,006
Deduct—Lost—bark H. H. Crapo.....199

Jan. 1. 1858, 1 ship and 9 barks, tonnage,.....2,807

MATTAPOISETT.

Jan. 1. 1857, 12 barks, 6 brigs and schrs. tonnage.....3,530
Added—Bark Union,..... 124

Jan. 1. 1858, 13 barks, 6 brigs and schrs. tonnage,.....3,654

SIPPICAN.

Jan. 1. 1857, 3 schooners, tonnage,..... 319
Added—Brig Hopeton, 145, schr. Roswell King, 134,.....279

Jan. 1. 1858, 1 brig and 4 schrs. tonnage,.....598

WAREHAM.

Jan. 1. 1857, 1 ship, tonnage,.....374
Jan. 1. 1858, same.....

SANDWICH.

Jan. 1, 1857, 1 bark, tonnage,.....165
Jan. 1, 1858, same.....

15

FALMOUTH.

Jan. 1. 1857, 2 ships and 1 bark, tonnage,.....1,106
Jan. 1, 1858, same,.....

HOLMES HOLE.

Jan. 1. 1857, 2 ships, 1 bark and 1 brig, tonnage.....1,219
Deduct—Sold, ships Ocmulgee, 458, Pocahontas, 341,.....799

Jan. 1. 1858, 1 bark and 1 brig, tonnage,.....420

EDGARTOWN.

Jan. 1. 1857, 10 ships and barks and one schr. tonnage,.....4,955
Added—Ships Omega, 363, Ocmulgee, 458, schr.

E. A. Luce, 132..... ...95

.....5,908
Deduct—Lost, schooner Deleware,.....132

Jan. 1. 1858, 16 ships and barks, 3 schrs, tonnage,.....5,776

NANTUCKET.

Jan. 1. 1857, 32 ships, 1 brig and 1 schr. tonnage,.....13,620
Added—Ship Constitution, 450, bark Nautilus, 230, schr. Eliza, 130,.....810

.....14,430
Deduct—Sold and condemned, ships Edward, 839, Omega, 363, Ganges, 315, Gazelle, 340,.....1,357

Jan. 1. 1858, 36 ships and barks, 4 brigs and schs. tonnage 13,073

PROVINCETOWN.

Jan. 1. 1857, 5 barks, 1 brig and 26 schrs, tonnage,..... 2,735
Added—Brig Panama, 125, schrs. Emporium, 80, Estella, 94, N. J. Knights, 95, Oread, 90, Thriver, 95, V. H. Hill, 155,.....734

.....3,469
Deduct—Lost, schr. E. Nickerson,.....132

Jan. 1. 1858, 5 barks, 2 brigs and 21 schrs. tonnage,.....3,337

BEVERLY.

Jan. 1. 1857, 2 barks, tonnage,.....452
Jan. 1. 1858, same,.....

LYNN.

Jan. 1. 1857, 1 ship, tonnage,.....323
Deduct—Condemned, ship Com. Preble,.....323
Jan. 1. 1858, none,.....

ORLEANS.

Jan. 1. 1857, 1 bark. 2 brigs and 1 schr. tonnage,.....638
Jan. 1. 1858, same,.....

FALL RIVER.

Jan. 1. 1857, 3 barks, tonnage,.....715
Deduct—Sold, bark Aerial,..... ..225

Jan. 1. 1858, 2 barks, tonnage,.....490

WARREN.

Jan. 1. 1857, 5 ships and 10 barks, tonnage 5,043
Added—Bark William Wilson,..... 375

Jan 1. 1858, 5 ships and 10 barks tonnage,.....5,418

SALEM.

Jan. 1. 1858, Bark Messenger, tonnage,.....216

NEWPORT.

Jan. 1. 1857, 4 barks, tonnage,..... 1,206
Deduct—Condemned, bark George,.....220

Jan. 1. 1858, 3 barks tonnage, ...986

PROVIDENCE.

Jan. 1. 1857, 1 ship, tonnage,.....298
Deduct—Ship Lion, lost,..... 298
Jan. 1. 1858, none,.....

NEW LONDON.

Jan. 1. 1857, 47 ships and barks, 16 brigs and schrs. ton. 18,379
Added—Barks Frances Palmer, 303, Tempest 330, Architect, 400, Merrimac, 414, schrs. J. E. Comstock, 75, Mary Powell, 240, R. B. Coleman, 115,.....1,877

.....20,256
Deduct—Lost, sold, condemned and withdrawn, ship Indian Chief, 401, barks Hannah Brewer, 293, Restless, 91, Neptune, 285, Delta, 314, schrs. Marcia, 128, Sea Witch, 109,.....1,721

Jan. 1. 1858, 47 ships and barks, 16 brigs and schrs. ton. 18,535

MYSTIC,

Jan. 1. 1857. 4 ships and 2 barks, tonnage 1,840
Jan. 1. 1858, same,.....

STONINGTON.

Jan. 1. 1857, 2 ships and 4 barks. tonnage,.....1,949
Deduct—Condemned, bark United States,.....244

Jan. 1. 1858. 2 ships and 3 barks, tonnage,.....1,705

SAG HARBOR.

Jan. 1 1857, 14 ships, and barks, 4 brigs and schrs. tonnage 5,252
Added—Barks Augusta, 390, Excel, 375, Union, 238,.....1,003

..... 6,255
Deduct—Withdrawn, schr. S. S. Learned,.....116

Jan. 1. 1858, 17 ships and barks, 3 brigs and schrs. tonnage 6,139

GREENPORT.

Jan. 1, 1857, 3 ships and 6 barks, tonnage,.....2,652
Deduct—Condemned ship Nile, 403, bark Italy, 299,.....702

Jan. 1. 1858, 2 ships and 5 barks, tonnage,.....1,950

COLD SPRING.

Jan. 1857. 3 ships and 2 barks, tonnage,.....2,119
Jan. 1. 1858, same,.....

RECAPITULATIVE TABLE.

VESSELS EMPLOYED IN THE WHALE FISHERY JAN. 1, 1858.

	Ships & Barks.	Brigs.	Schs.	tonnage
New Bedford	324			110.267
Fairhaven	47		1	16,840
Westport	18	1	1	4,233
Dartmouth	10			2,807
Mattapoisett	13	5	1	3,654
Sippican		1	4	598
Wareham	1			374
District of New Bedford	413	7	7	138,773
New London	47	3	13	18,535
Nantucket	36	1	3	13,073
Sagharbor	17	2	1	6,139
Edgartown	16		3	5,776
Warren	16			5,418
Provincetown	5	2	21	3,337
Cold Spring	5			2,129
Greenport	7			1,9 0
Mystic	6			1,840
Stonington	5			1,705
Falmouth	3			1,106
Newport	8			986
Orleans	1	2	1	638
Fall River	2			490
Beverly	2			452
Holmes Hole	1	1		420
Salem	1			216
Sandwich	1			165
Total Jan. 1, 1858	587	18	49	203,148

Showing a reduction of 6 ships and barks and 4 brigs, and an addition of 9 schooners, with a reduction in the aggregate tonnage of 665 tons.

14

ANNUAL REVIEW OF THE WHALE FISHERY.

The *Shipping List* publishes the annual statement in regard to the whale fishery for the year 1856, prepared by Dennis Wood, Esq., of this city, from which we glean the following facts :

The fleet it appears, was more successful than was anticipated. The accounts from the sperm whalers is not unfavorable, compared with former years. One hundred and eighty-one ships have been cruising in the Northern seas, and all but three have been heard from. Seventy-three have arrived at the Sandwich Islands, and three at San Francisco, with an average of 763 barrels oil to each ship.

The importations exceed those of the previous year in sperm oil 17,292 barrels, in whale oil 13,875 barrels. The excess, however, is in the amount shipped home, rather than in the catch—the high prices having induced their shipment. The import of whalebone falls short of the previous year 114,200 lbs. The following table shows the importation of sperm and whale oils, and whalebone into the United States in 1856 :—

Ports	Ships and Barks.	Brigs and Schrs.	Bbls. Sperm Oil.	Bbls. Whale Oil.	Lbs. Whale Bone.
New Bedford,	78	1	52,885	81,783	1,087,600
Fairhaven,	8		5,696	9,648	26.300
Dartmouth,	2	1	1,027	1,399	8,400
Westport,	5		1,247	334	1,500
Mattapoisett,	2	1	979	368	
Sippican,		2	293	32	
Dist. of N. Bedford,	95	5	62,127	93,564	1,123,800
Sandwich,		2	380	140	1,000
Falmouth,	1		307	2,477	18,400
Holmes Hole,	1	1	238	890	2,000
Edgartown,	4	1	1,227	6,171	104,300
Nantucket,	9	4	6,015	7 354	57,500
Provincetown,	1	13	889	2,806	4,000
Orleans,	1	3	480	889	3.600
Boston,	7		379	342	28,500
Salem,	1		231	219	1,200
Beverly,	3		141	144	
Fall River,	2		30	1,944	11,600
Warren,	9		3,073	11,909	109,000
Newport,	1		700		
New London,	18	7	961	31,808	249,900
Mystic,	4		121	5,146	69,000
Stonington,	3		220	6,307	54,500
Sag Harbor,	4	1	664	4,037	32,200
Greenport,	1		675	150	4.000
Cold Spring,	1			2,596	27,000
New York,	7	1	2.083	18,997	691,200
Total for 1856	173	38	80,941	197,890	2,592,700

The average price of sperm oil has been $1.62 per gallon against $1.77 2-10 in 1855—the quotations commenced the year at $1.83, and ended with $1.31. The price of whale oil has averaged 79½ cents per gallon, against 71 3-10 in the previous year—it commenced the year at 80 cents and ended at 80½ cents. Whalebone has averaveraged 58 cents per lb., against 45¼ cents the previous year—it commenced the year 1856 with 45 cents and ended at 67½ cents.

The number of vessels employed in the whale fishery, is 655; of which 593 are ships and barks, 22 brigs, and 40 schooners, with a tonnage of 204,209 tons—being an addition the last year of 8 ships, 1 brig and 11 schooners, with an aggregate tonnage of 5068 tons. The number of whalers owned in this city is 329 ships and barks, whose tonnage is 111,364. In Fairhaven, 47 ships and barks and 1 schooner, with a tonnage of 16,656. In Westport, 14 ships and barks, 4 brigs and 1 schooner—tonnage 3,983. In Dartmouth, 10 ships, and barks—tonnage 2700. In Mattapoisett, 12 ships and barks, 5 brigs and 1 schooner—tonnage 3530. In Sippican, 3 schooners—tonnage 319. In Wareham, 1 ship of 374 tons. Total, in the district of New Bedford, 413 ships and barks, 9 brigs and 6 schooners, with a tonnage of 138,926.

Of the whole number of vessels employed in the whale fishery in the United States, there are owned in Massachusetts 483 ships and barks, 16 brigs, and 27 schooners—tonnage 164,832. Rhode Island has 20 ships and barks—tonnage 6547. Connecticut 62 ships and barks, 4 brigs, and 11 schooners—tonnage 22,788. New York 28 ships and barks, 2 brigs, and 2 schooners—tonnage 10,042. Total, 593 ships and barks, 22 brigs, and 40 schooners—tonnage 204,209.

There has been added to the fleet the past year, from this port, 19 ships and barks—tonnage 6915; lost, sold and condemned, 10 ships and barks—tonnage 3,253. From Fairhaven there has been added one ship and one schooner—tonnage 677; lost and sold, 1 ship and 1 bark—438 tons. From Westport, there has been added 1 bark and 1 schooner—481 tons; lost and sold 4 barks—796 tons. Added in Dartmouth, 1 bark, 300 tons. In Mattapoisett, 1 ship, 1 bark, 2 brigs, 1 schooner —797 tons; condemned, 1 bark and 1 brig—367 tons. Sippican has added 1 schooner—80 tons. In Sandwich, 1 brig has been sold, of 127 tons. One schooner of 130 tons has been withdrawn at Holmes Hole. Edgartown has added 1 ship, 2 barks and 1 schooner—tonnage 983. Nantucket has added 2 barks and 1 schooner—807 tons; lost and sold 4 ships—tonnage 1323. Provincetown has added 1 bark, 2 brigs and 2 schooners—tonnage 737; lost 1 brig and 2 schooners—tonnage 321. In Beverly, 2 barks have been sold—385 tons. One bark of 216 tons has been withdrawn in Salem, and there are now no vessels in the whale fishery from that port. Fall River has added 1 bark of 164 tons and sold 1 ship and 1 bark—593 tons. Warren has added 2 barks of 511 tons, and lost one bark of 164 tons. Newport has lost one ship of 536 tons. New London has added 4 ships, 1 bark, 1 brig and 5 schooners—tonnage 2348. One ship of 265 tons has been lost from Mystic. In Stonington, 1 ship of 362 tons has been sold. In Sag Harbor, 1 brig and 2 schooners, 424 tons, have been added; 1 bark of 227 tons has been sold. From Greenport, 2 ships of 653 tons have been lost and condemned.

ARRIVALS IN 1854.

34 sperm whalers	34m 1d	896	187	30469	6347
69 Atlantic sp	" 15m 7d	207	114	14245	7799
117 2 season rt	" 34m 18d	92	1778	10785	207976
4 1 season rt	" 12m 29d	7	603	29	2411
Sent home fm outward bound, wrecked &c				21168	97615
				76696	322,148

ARRIVALS IN 1855.

37 sperm whalers	41m 18d	9 3	76	35269	2823
43 Atlantic sp	" 1 m 17d	158	110	6809	47 2
79 2 season rt	" 41m 26d	68	1512	5352	119446
1 1 season rt	" 21m 11d	511	1841	511	1841
1 Davis Straits					184
Sent home fm outward bound, wrecked &c				24708	54989
				72649	184015

RECAPITULATIVE TABLE
VESSELS EMPLOYED IN THE WHALE FISHERY
JAN. 1, 1856.

	Ships & Barks.	Brigs.	Schs.	Tonnage.
New Bedford	319	1		107 702
Fairhaven	48			16,417
Westport	17	4		4,298
Darmouth	8		1	2,400
Mattapoisett	11	4		3,100
Sippican			2	239
Wareham	1			374
District of New Bedford	404	9	3	134,530
Sandwich		2		292
Falmouth	3			1,106
Holmes Hole	3	1	1	1 349
Edgartown	11		2	3,972
Nantucket	40	1	1	14,136
Provincetown	3	2	15	2,319
Beverly	4			837
Lynn	1			323
Salem	1			216
Orleans	1	2	1	616
Fall River	4			1,144
Warren	14			4,696
Providence	1			298
Newport	5			1,742
New London	45	3	6	16,651
Mystic	7			2,105
Stonington	7			2,311
Sagharbor	15	1		5,064
Greenport	11			3,305
Cold Spring	5			2,129
Total Jan. 1, 1856	585	21	29	199,141

Showing an addition of one ship, one brig, and a diminution of 5 schooners, with a diminution in the aggregate tonnage, of 701 tons.

Of the above is owned in the State of

Massachusetts	475	17	23	160,840
Rhode Island	20			6,736
Connecticut	59	3	6	21,067
New York	31	1		10,498
	585	21	29	199,141

The number of vessels and amount of tonnage employed in the whale fishery, since 1844, have been as follows:

	Ships & Barks	Brigs	Schs	Tonnage.
Jan. 1, 1855	584	20	34	199,842
Jan. 1, 1854	602	28	38	208,399
Jan. 1, 1853	599	30	32	206,286
Jan. 1, 1852	5 8	27	35	193,990
Jan. 1, 1851	502	24	27	171,971
Jan. 1, 1850	510	20	13	171,484
Jan. 1, 1849	581	21	12	196 110
Jan. 1, 1848	621	22	16	210 663
Jan. 1, 1847	670	31	21	230,218
Jan. 1, 1846	678	35	22	233,189
Jan. 1, 1845	643	35	17	218,655
Jan. 1, 1844	595	41	9	200,147

COMPARATIVE STATEMENT.

Of tonnage of vessels employed in the Whale Fishery Jan. 1, 1855, and Jan. 1, 1856. with a list of vessels added withdrawn and lost from the several ports, since Jan. 1855.

NEW BEDFORD.

Jar. 1. 1855, 312 ships and barks, 1 brig, 1 sch, ton	105,459
Added—Bark Byron, 179, Cavalier, 295, E. Corning, 325, Emily, 333, Helen Mar, 367, Henry Taber, 355, ship James Edward. 434, J. D. Thompson, 432, bark Marion, 328, Milinocket, 180, ship Newark, 323, bark Pamelia, 300, ship Phoenix, 423, Plover, 330, President, 293, Seconet, 400, bark Stella, 338, Warren, 461, Wavelet, 300, Courser, 327.	6,723
	112,182
Deduct—Lost and withdrawn—Bark Amererica, 257, schr. Alfred. 180, ship Brighton, 354, Copia. 315, bark Charleston Packet, 184, ship Enterprise, 291, Hibernia 2nd, 560, Iris, 311. King Fisher, 425, Logan, 302, bark Mary & Martha, 317, Miantonoma, 427, St. Peter, 267, ship Charles, 290.	4,480
Jan. 1, 1856, 319, ships and barks, 1 brig, tonnage	107,702

FAIRHAVEN.

Jan. 1 1855, 45 ships and barks, tonnage	15,202
Added—Bark General Scott, 360, ship Hudson, 368, Japan, 487.	1,215
Jan. 1. 1856, 48 ships and barks, tonnage	16,417

WESTPORT.

Jan. 1 1855, 17 ships and barks, 4 brigs, tonnage	4,230
Added—Bark Mermaid,	330
	4,560
Deduct—Condemned—Ship Harbenger,	262
Jan. 1. 1856, 17 ships and barks, 4 brigs, tonnage	4,298

DARTMOUTH.

Jan. 1. 1855, 6 ships and barks. tonnage	1 616
Added—Bark Brighton, 354, schr. Charles & Edward, 150, ship Elliot C. Cowdin, 280.	784
Jan. 1. 1856, 8 ships and barks, 1 schr. tonnage	2,400

MATTAPOISETT.

Jan. 1. 1855, 11 ships and barks, 4 brigs, tonnage	3 0
Added—Bark America,	25
	3 27
Deduct—Condemned—Bark Lagrange	17
Jan. 1. 1856, 11 ships and barks, 4 brigs, tonnage	3,10

SIPPICAN.

Jan. 1. 1855, 2 schooners, tonnage,	23
Jan. 1. 1356, same	

WAREHAM.

Jan. 1. 1855, 1 ship, tonnage	37
Jan. 1. 1856, same	

SANDWICH.

Jan. 1. 1855, 2 brigs, tonnage	29
Jan. 1. 1856, same.	

FALMOUTH.

Jan. 1, 1855, 3 ships, tonnage	1,10
Jan. 1. 1856, same.	

HOLMES HOLE.

Jan. 1. 1855, 4 ships and barks, tonnage	1,53
Added—Schr. Eliza Jane, 130, brig Pavilion, 150,	28
	1.81
Deduct—Sold—Warren, tonnage	4(
Jan. 1. 1856, 3 ships and barks, 1 brig, 1 sch. tonage	1,3

EDGARTOWN.

Jan. 1. 1855, 11 ships and barks, 1 schr. tonnage	3,8
Added—Schooner Washington.	14
Jan. 1. 1356, 11 ships and barks, 2 schrs. tonnage	3,97

NANTUCKET.

Jan. 1. 1855, 41 ships and barks, 1 brig, 1 sch. ton'ge	14 3
Added—Ship Ocean Rover, 417, schooner Watchman, 140.	5
	14,8
Deduct—Sold and condemned—Ship Maria, 365, schr. Palmyra, 100, ship President, 293,	7
Jan. 1. 1856. 40 ships and barks. 1 brig 1 schr. ton'ge	14,1

PROVINCETOWN.

Jan. 1. 1855, 2 barks, 1 brig, 15 schrs, tonnage	1.9
Added—Bark F. Bunchinia, 200, schr. Olive Clark, 95, brig Samuel Cook, 126.	42
	2,4
Withdrawn—Schr. Waldron Holmes,	
Jan. 1. 1856, 3 barks, 2 brigs, 15 schrs, tonnage	2,5

BEVERLY.

Jan. 1. 1855, 4 barks, 1 brig, tonnage	99
Withdrawn—Brig Gem,	1
Jan. 1. 1856, 4 barks, tonnage	8

LYNN.

Jan. 1. 1855, 1 ship,	3
Jan. 1. 1856, same	

SALEM.

Jan. 1. 1855, 1 bark, tonnage	21
Jan. 1. 1856, same.	

ORLEANS.

Jan. 1. 1855, 1 bark, 2 brigs and 2 schrs, tonnage	73
Added—Brig Medford,	1
	8
Deduct—Lost and withdrawn, scr. Virginia, 115, brig September, 115,	23
Jan 1. 1856, 1 bark, 2 brigs, 2 schr, tonnage	61

GLOUCESTER.

Jan. 1. 1855, 1 schooner, tonnage	1
Deduct—Withdrawn, schr. Flying Arrow,	1
	00

FALL RIVER.

Jan. I. 1855, 4 ships and barks, tonnage	1,14
Jan. 1. 1856, same.	

WARREN.

Jan. 1. 1855, 16 ships and barks, tonnage	5,78
Deduct—Sold bark Millinocket, 286, ship Sea, 807.	1,09
Jan. 1. 1856, 14 ships and barks, tonnage	4,69

PROVIDENCE.

Jan. 1. 1855, 1 ship, tonnage	298
Jan. 1. 1856, same	

NEWPORT.

Jan. 1. 1855, 5 ships and barks, tonnage	1,742
Jan. 1. 1856, same.	

NEW LONDON.

Jan. 1. 1855, 44 ships and bark, 2 brigs, 6 schs, tong	16,629
Added—Ship Charles Carroll, 412, Corea, 365, George Henry, 308, schr. John E. Smith, 119, ship Laurens, 420, bark Pioneer, 235, brig Zoe, 197,	2,056
	18,385
Deduct—Condemned, lost and sold, bark Black Warrior, 231, ship Candace, 310, bark General Scott, 360, ship Jefferson, 396, W. T. Wheaton, 437,	1,734
Jan. 1. 1856, 45 barks and ships, 3 brigs, 6 schr. ton	16,651

MYSTIC.

Jan. 1. 1855, 8 ships and barks, tonnage	2,451
Deduct—Condemned, ship Hellespont,	34
Jan. 1. 1856, 7 ships and barks, tonnage	2,10

STONINGTON.

Jan. 1. 1855, 13 ships and barks, 1 schr. tonnage	4,508
Deduct—Condemned and sold, ship Cabinet, 305, bark Cavalier, 295, ship George, 251, Newark, 323, bark Prudent, 398, S. H. Waterman, 480, schooner Tekoa, 145,	2,197
Jan. 1. 1856, 7 ships and barks. tonnage	2,311

SAG HARBOR.

Jan. 1. 1855. 18 ships and barks, 1 brig, tonnage	6,085
Deduct—Lost and withdrawn, ship Levant, 382, Tuscany, 299, Washington, 340,	1,021
Jan. 1. 1856, 15 ships and barks, 1 brig, tonnage	5,064

GREENPORT.

Jan 1. 1855, 9 ships and barks, 1 brig, tonnage	2,973
Added—Bark Kanawha, 269, Prudent, 298	56
	3,540
Deduct—Sold brig Pioneer,	235
Jan. 1. 1856, 11 ships and barks, tonnage	3,305

COLD SPRING.

Jan. 1. 1855, 7 ships and barks, tonnage	2,919
Deduct—Withdrawn and lost, ship Edgar, 420, N. P. Talmadge, 370,	790
Jan. 1. 1856, 5 ships and barks, tonnage	2,129

Tuesday Evening, January 8, 1856.

ANNUAL REVIEW OF THE WHALE FISHERY.

The Shipping *List* publishes the annual review of the whale fishery which was prepared for its columns by Dennis Wood, Esq. We glean the following facts from it.

The amount of oil and whalebone imported into the United States during the year 1855, was as follows: 72,649 bbls. of sperm oil, 184,016 bbls of whale oil, and 2,707,500 lbs. of bone. The importations were made in 149 ships and barks and 28 brigs and schooners. The importations of sperm oil fall short of those in 1854, 4047 bbls., and of whale oil 135,822 bbls., nearly one half. The price of oil has had an upward tendency through the year. The average price of sperm has been $1.77 1-5 per gallon against $1.48¾ in 1854. The price of whale oil has averaged 73 3-10 cents per gallon against 58⅝ cents in 1854. The present prices must be sustained, owing to the increased expenditures in fitting vessels for the whale fishery and the length of time occupied by the voyage.

The number of vessels in the whale fishery is 635, showing a falling off for the year of three and a diminution of 701 tons. The whalers in the Ochotsk and Japan Seas appear to have done well during the past season. Those in the Artic have done little or nothing, leading to the belief that whaling there is nearly if not quite exhausted.

The stock of oil on hand January 1, 1856, in first and speculators' hands, was sperm 14,857 barrels; whale 38,557 do. January 1, 1855, the amount of sperm on hand was 6,700 bbls., and 78,480 bbls. of whale. Of the amount of oil now on hand, 8,792 bbls of sperm and 28,190 bbls of whale oil are held in New Bedford.

The number of ships that cruised in the Northern seas in 1855, was 222. Five were lost and five have not been reported. The number of whalers owned in New Bedford, January 1, was ships and barks 319, and brigs 1, with a tonnage of 107,702; number in Fairhaven, ships and barks, 48, with a tonnage of 16,417; in Dartmouth 8 ships and barks and 1 schooner, with a tonnage of 4,298; in Mattapoisett 11 ships and barks and 4 brigs, with a tonnage of 3100.

In New Bedford, 20 vessels with a tonnage of 6,723 have been added to the fishery during the year, and 14 have been lost or withdrawn. The number of whalers owned in this district is ships and barks 404, brigs 9 and schooners 3, with a tonnage of 134,530.

Of the vessels in the whale fishery, Massachusetts owns 415, with a tonnage of 160,840, Rhode Island 20, with a tonnage of 6,736, Connecticut, 68, with a tonnage of 21,067, and New York, 32, with a tonnage of 10,498.

12

1855

ARRIVALS IN 1854.

34 sperm whalers	34m 1d	896	187	30469	6347
69 Atlantic sp	" 15m 7d	207	114	14245	7799
117 2 season rt	" 34m 18d	92	1778	10785	207976
4 1 season rt	" 12m 29d	7	603	29	2411
Sent home fm outward bound, wrecked &c				21168	97615
				76696	322,148

The number of vessels and amount of tonnage employed in the whale fishery, since 1844, have been as follows:

	Ships & Barks	Brigs	Schs	Tonnage.
Jan. 1, 1854	602	28	38	208,399
Jan. 1, 1853	599	30	32	206,286
Jan. 1, 1852	568	27	35	193,990
Jan. 1, 1851	502	24	27	171,971
Jan. 1, 1850	510	20	13	171,484
Jan. 1, 1849	581	21	12	196 110
Jan. 1, 1848	621	22	16	210 663
Jan. 1, 1847	670	31	21	230,218
Jan. 1, 1846	678	35	22	233,189
Jan. 1, 1845	643	35	17	218,655
Jan. 1, 1844	595	41	9	200,147

RECAPITULATIVE TABLE

VESSELS EMPLOYED IN THE WHALE FISHERY

JAN. 1, 1855.

	Ships & Barks.	Brigs.	Schs.	Tonnage
New Bedford	312	1	1	105 459
Fairhaven	45			15,202
Westport	17	4		4,230
Darmouth	6			1,616
Mattapoisett	11	4		3,013
Sippican			2	239
Wareham	1			374
District of New Bedford	392	9	3	130,133
Sandwich		1	1	292
Falmouth	3			1,106
Holmes Hole	4			1 530
Edgartown	11		1	3,832
Nantucket	41	1	1	14,337
Provincetown	2	1	15	1,988
Beverly	3	2		999
Lynn	1			323
Salem	1			216
Orleans	1	2	2	738
Gloucester			1	110
Fall River	4			1,144
Warren	16			5,789
Providence	1			298
Newport	5			1,742
New London	44	2	6	16,329
Mystic	8		3	2,451
Stonington	13		1	4,508
Sagharbor	18	1		6,085
Greenport	9	1		2,973
Cold Spring	7			2,919
Total Jan. 1, 1855	584	20	34	199,842

Showing an diminution of 18 ships, and barks 8 brigs 4 schooners with a diminutian in the aggreate tonnage, 8557 tons.

Of the above is owned in the State of

Massachusetts	463	16	24	156,748
Rhode Island	22			7,829
Connecticut	65	2	10	23,288
New York	34	2		11,977
	584	20	34	199,842

[From the Whalemen's Shipping List.]

ANNUAL REPORT OF THE WHALE FISHERY

We present to our readers this morning, our annual Review of the Whale Fishery for the year 1855. We have spared no pains in compiling it, and believe it to be correct. The importations of sperm oil fall short of those of 1854, four thousand and forty seven barrels, and of whale oil *one hundred and thirty-five thousand eight hundred and twenty-two barrels*, or nearly one half. The price of oils has steadily increased, the average of sperm for the past year being 177 2-10 cts, per gallon, and whale 71 3-10 cts, against 148 3-4 cts, for sperm, and 58 5-8 cts, for whale in 1854. The present prices must necessarily be sustained in consequence of the increased rates of every article required in the fitting of ships, or the business cannot be pursued without disastrous consequences to those who engage in it.

The success of the Northern fleet, as far as heard from, (including about one half which have arrived at the Sandwich Islands and elsewhere.) has been generally fair—particularly those in the Ochotsk and Japan Seas; while the very few in the Arctic have done comparitivly nothing—and it would seem as if the whaling in the latter was exhausted, as the two last seasons have proved complete failures. The sperm whalers in the Pacific and elsewhere have done fairly, and this is about all that can be said of them, and it is but fair to conclude that the importations of 1856 will certainly not exceed, but fall short of those of the previous year, many of the ships to arrive having previously shipped home their oil.

The total number of vessels employed in the whale-fishery does not materially differ from that of the previous year—being now 635 against 638 in 1855, showing a falling off of three, and a diminution of 701 tons.

In the compilation of our tables we have again to acknowledge our indebtedness to DENNIS WOOD, ESQ., whose practical knowledge of the subject, has contributed very much to the completeness and accuracy of our statement.

IMPORTATIONS

Of Sperm and Whale Oil and Whalebone into the United States in 1855.

Ports	Ships and Barks	Brigs Schrs	Bbls Sprm Oil.	Bbls Whale Oil	Lbs. Whale Bone
New Bedford	76	2	42,987	102 963	1,460,500
Fairhaven	11		7,551	9,775	86,600
Westport	5	1	1,918	1,866	600
Mattapoisett	5	1	1,908	2,543	45,500
Sippican		2	277	12	
District of N Bedford	97	6	54641	117,164	1,593,200
Sandwich		1		265	
Holmes Hole	1		59	2,079	182,000
Edgartown.	2		268	2,880	32,500
Nantucket	9	3	9,852	5,067	59,700
Provincetown	2	12	1,290	1,062	5,000
Orleans	1	1	280	450	
Boston	3	1	926	5,666	15,000
Salem	1		42		
Beverly	2		307	8	
Warren	4		1,687	5,821	161,800
Newport	2		72	2,654	81,500
New London	10	2	171	19,978	372,500
Stonington	5		246	9.911	111,800
Sagharbor	6		846	6,580	60,900
Greenport	2		266	2,855	17,600
Cold Spring	1			1,435	14,000
New York	1	2	1,696	140	
Total for 1855	149	28	72,649	184,015	2,707,800

IMPORT OF 1855.

	Sperm.	Whale.	Bone.
January.	2193	650	
February.	491	892	6.000
March.	5,959	9,557	101,800
April.	10.404	85,604	1,688,500
May.	10,943	57,710	674,200
June.	14.232	11,223	100,200
July.	8.949	4,589	35,800
August.	4,983	1,247	4,500
September.	6,474	9,106	52,000
October.	2,642	839	6,000
November.	3,631	2,464	38,500
December.	1,758	984	
Total	72,649	184,015	2,707,500

	Bbls. spm	Bbls. wh.	Lbs bone.
Imports for 1854,	76,696	319 837	3,445,200
" 1853,	103 077	260,114	5,652,300
" 1852,	78,872	84,211	1,259.900
" 1851,	99.591	328,483	3,9 6,500
" 1850,	92.892	200,608	2,869,200
" 1849,	100,944	248,492	2,281,100
" 1848,	107,976	280,656	2,003,000
" 1847,	120.753	313.150	3,341,680
" 1846,	95,247	207,493	2,276,939
" 1845,	257.917	272,730	3,167,142
" 1844,	139.594	262,047	2.532,445
" 1843,	166,985	216,727	2.000,000
" 1842,	165,637	161,041	1 600 000
" 1841,	159,304	207,348	2,000,000

Stock of oil in the County in first and speculators hands January 1, 1856.

	bbls. sperm.	bbls. whale.
New Bedford.	8,792	28 190
Fairhaven.	1010	5.625
Nantucket.	4560	2,640
Edgartown.		400
Westport.	125	
Sippican.	200	
Provincetown.	170	
Newport.		1,682
Total	14,857	38,537

The following table will show the amount of Sperm and Whale Oil and Whalebone on hand as near as could be ascertained for the following years.

	Sperm	Whale	Bone
Jan 1, 1855	6,700	78,480	1,400.000
" " 1854	3,500	25,000	900.000
" " 1853	9,555	8,210	113,000
" " 1852	19,350	36,500	1,103,000
" " 1851	3,650	14,062	242.000
" " 1850	3,760	13 000	440,000
" " 1849	10,147	20,936	994,600
" " 1848	5,496	29, 26	924,500
" " 1847	14,613	7,775	112,800
" " 1846	40,703	5,221	211,000
" " 1845	32,982	12,950	unk

STATEMENT.

Of the prices of Sperm and Whale Oil, and Whalebone on the first and fifteenth of each month of the year 1855, together with the Average price per year for fourteen years past.

	Spm. Oil.		Wh. Oil		W. Bone.	
	1st.	15th.	1st.	15th.	1st.	15th.
January	172½	171¼	68¼	65	40	40
February	172½	177½	63¾	63½	39½	40
March	180	180	63½	63½	40	39
April	179	176	66½	66½	38½	38
May	180½	180	66½	67	42½	47½
June	180	180	69	71	47½	47½
July	180	175	71½	71½	46	46
August	172½	173½	72½	72½	46¼	48½
September	175	175	75	7 ½	49¼	49½
October	175	175	78	78	50½	50
November	175	180½	80½	80½	50	50
December	183	181½	80	81	50	50

Average for	'55,	177 2-10c.	71 3-10c.	45 1-4 c.
" "	'54,	148 3-4 c,	58 5-8 c.	39 1-5 c.
" "	'53,	124 3-4 c,	58 1-8 c.	34 1-2 c.
" "	'52,	123 3-4 c,	68 1-6 c.	50 3-4 c.
" "	'51,	127 1-4 c,	45 5-16c.	34 1-2 c
" "	'50,	120 7-10	49 1-10	34 4-10
" "	'49,	108 9-10	39 9-10	31 8-10
" "	'48,	100 1-2	36	30 7-8
" "	'47,	87 7-8	33 3-4	34
" "	'46,	88	32 7-8	33 5-8
" "	'45,	90 1-2	36 1-2	40
" "	'44,	63	34 1-2	35 3-4
" "	'43,	73	33 3-4	23
" "	'42,	94	31 3-4	19 2-3
" "	'41,	100	30 1-2	19

NORTH PACIFIC FISHERY

Table showing the number of ships engaged in the North Pacific Fishery for the last fourteen years, and the average quantity of oil taken.

1841	20 ships averaged 1412 bbls—	28200 bbls.
1842	29 ships averaged 1627 bbls—	47200 bbls.
1843	108 ships averaged 1349 bbls—	146800 bbls.
1844	170 ships averaged 1528 bbl —	259 70 bbls.
1845	263 ships averaged 953 bbls—	250600 bbls.
1846	292 ships averaged 869 bbls—	253800 bbls.
1847	177 ship, averaged 1059 bbls—	187443 bbls.
1848	159 ships averaged 1164 bbls—	185256 bbls.
1849	155 ships averaged 1334 bbls—	206850 bbls.
1850	144 ships averaged 1692 bbls—	243648 bbls.
1851	138 ships averaged 626 bbls—	86360 bbls.
1852	278 ships averaged 1343 bbls—	373450 bbls.
1853	238 ships averaged 912 bbls—	218135 bbls.
1854	232 ships averaged 794 bbls—	184,063 bbls.

In 1855 about 222 ships cruised in the Northern Seas five of which were lost, and five have not been reported during the season.

AVERAGE VOYAGES.

Made by Sperm and Right Whalers from 1847 to 1855, inclusive, with the average time absent, and quantity of Oi brought home.

ARRIVALS IN 1847

52 sperm whalers	45m 12d	1505	219	78287	11416
150 right "	31m 7d	195	1978	29309	296711
1 Greenland "	7m 0d		940		940
34 Atlantic sp "	15m 9d	228½	42	7770	1437
Sent home fm outward bound, wrecked &c				5387	2646
				120753	313150

ARRIVALS IN 1848.

52 sperm whalers	41m 19d	1292	192	67178	9988
122 right "	33m 2d	222	2187	27081	266824
1 Greenland "	7m 19d		727		72[illegible]
31 Atlantic sp "	16m 21d	303	18	9395	55[illegible]
Sent home fm outward bound, wrecked &c				4322	256[illegible]
				107976	280656

ARRIVALS IN 1849.

54 sperm whalers	41m 21d	1284	168	69524	9066
102 right "	32m 09d	209	2271	21355	231631
1 Greenla "	7m 14d		728		728
28 Atlantic sp "	6m 16d	216	25	6052	697
Sent home fm outward bound, wrecked &c				4013	6090
				100944	248202

ARRIVALS IN 1850.

48 sperm whalers	41m 22d	1189	115	57099	5539
83 right "	33m 20d	189½	2217	15727	183992
1 Greenland "	7m 16d		485		485
33 Atlantic sp "	9m 14d	235	14	8917	521
Sent home fm outward bound, wrecked &c				11149	10,071
				92892	200608

ARRIVALS IN 1851.

		sp	wh.	sp.	wh
53 sperm whalers	44m 4d	1170	333	61995	17662
46 Atlantic sp "	10m 24d	201	9	9259	437
83 2 season rt "	35m 16d	130	2619	10901	217331
33 1 season rt "	20m 10d	111	2431	3677	80239
1 Greenland "	8m 20d		258		258
Sent home fm outward bound, wrecked &c				13759	12556
				99591	328483

ARRIVALS IN 1852.

		sp	wh	sp	wh
50 sperm whalers	44m 21d	1054	151	52 705	7,545
54 Atlantic sp "	13m 1d	201	38	10,855	2,083
16 2 season rt "	33m 14d	128	1,989	2,045	31,826
7 1 season rt "	17m 2[illegible]d	85	1 852	[illegible]97	12,968
Sent home fm outward bound, wrecked &c				12,640	29,789
				78,872	84,211

ARRIVALS IN 1853.

		sp	wh	sp	wh
64 sperm whalers	44m 01 d	1054	153	64,284	9 810
67 Atlantic sp "	14m 05 d	167	32	1 ,183	2, 68
59 2 season rt "	33m 24 d	134	1.908	7,896	112,613
24 1 season rt "	18m 27 d	69	1,931	1,670	47,559
Sent home fm outward bound, wrecked &c				18,044	87,964
				103,077	260,114

MATTAPOISETT.

Jan. 1, 1853, 12 ships and barks, 3 brigs, tonnage	3,153
Added—Brig March.	90
	3,243
Deduct—Sold bark Cachelot	230
Jan. 1, 1854, 11 ships and barks, 4 brigs, tonnage	3,013

SIPPICAN.

Jan. 1, 1853, 1 schooner, tonnage	119
Added—Schooner Admi Blake	120
Jan. 1, 1854, 2 schooners, tonnage	239

WAREHAM.

Jan. 1, 1853, 1 ship, tonnage	374
Jan. 1, 1854, same.	

SANDWICH.

Jan. 1, 1853, 1 brig, and 1 schooner, tonnage	292
Jan. 1, 1854, same.	

FALMOUTH.

Jan. 1, 1853, 3 ships, tonnage	1,106
Jan. 1, 1854, same.	

HOLMES HOLE.

Jan. 1, 1853, 4 ships and barks, tonnage	1,530
Jan. 1, 1854, same.	

EDGARTOWN.

Jan. 1, 1853, 8 ships and barks, 1 brig, tonnage	2 823
Added—Ship American 329, bark Europa 400	729
	3552
Deduct—Lost brig Pavilion	150
Jan. 1, 1854, 10 ships and barks, tonnage	3,402

NANTUCKET.

Jan. 1, 1853, 52 ships and barks, 2 brigs, 2 schrs tonnage	18,484
Deduct—Lost, sold and withdrawn, ships American 329, Charles Carroll 376, Christopher Mitchell 387, Mariner 348, Ontario 354, Susan 348, Nauticon 372, bark Paragon 309, sch Oneco 90	2,913
Jan. 1, 1854, 44 ships and barks 2 brigs, 1 sch, tonnage	15,571

PROVINCETOWN

Jan. 1, 1853, 3 barks, 6 brigs, 18 schrs, tonnage	3,198
Added—Schrs Medford 105, Montezuma 100, M Spring 86, Richard 100, W Holmes 90,	481
	3,679
Deduct—Sold and withdrawn, Brig Franklin 172, L. Bruce 113, schrs Shylock 115, Walter K. 114, W. Putnam 100,	614
Jan. 1, 1854, 3 barks, 4 brigs, 20 schrs, tonnage	3,065

BEVERLY.

Jan. 1, 1853, 1 bark and 2 brigs, tonnage	568
Added—Barks Eben Dodge 221, Lady Suffolk 210.	431
Jan. 1, 1854, 3 barks and 2 brigs, tonnage	999

LYNN.

Jan. 1, 1853, 2 ships, tonnage	720
Deduct—Sold ship Wm Badger	397
Jan. 1, 1854, 1 ship, tonnage	323

SALEM.

Jan. 1, 1853, 1 bark, tonnage.	230
Jan 1. 1854, same.	

BOSTON.

Jan. 1, 1853, 2 barks and 1 brig, tonnage	618
Deduct—Sold bark Afton 242, brig September 115	357
Jan. 1, 1854, 1 bark, tonnage	261

TRURO.

Jan. 1, 1853, 1 brig, tonnage,	143
Jan. 1, 1854, same	

ORLEANS.

Jan. 1, 1853, 1 bark, 1 brig and 1 schr, tonnage	426
Added—Brigs Lewis Bruce 113, September 115,	228
Jan. 1, 1854, 1 bark, 3 brigs and 1 schr tonnage	654

FALL RIVER.

Jan. 1, 1853, 3 ships and barks, tonnage	818
Added—Bark A. Houghton	326
Jan. 1, 1854, 4 ships and barks tonnage	1,144

GLOUCESTER.

Jan 1, 1853, nothing	
Added—In 1853, schr Flying Arrow, tonnage	110
Jan. 1, 1854, same	

WARREN.

Jan. 1, 1853, 16 ships and barks tonnage	5,257
Added—Ship Brutus 470, Ocean 567,	1,037
	6,294
Deduct—Bark Hungarian	325
Jan. 1, 1854, 17 ships and barks tonnage	5,969

PROVIDENCE.

Jan. 1, 1853, 2 ships tonnage	865
Deduct—Sold ship Ocean	567
Jan. 1, 1854, 1ship, tonnage	298

NEWPORT.

Jan. 1, 1853, 5 ships and barks, tonnage	1,742
Same Jan. 1, 1854.	

NEW LONDON.

Jan. 1, 1853, 47 ships and barks, 1 brig, 5 schs tonnage	17,335
Added—Brig Amaret, 91, schr Caroline 106, brig Georgiana 190, schr Mechanic 89,	476
	17,811
Deduct—Withdrawn and lost, ship Corea 365 brig Topaz 138.	503
Jan. 1, 1854 46 ships and barks, 2 brigs, 7 schrs tonnage	17,308

MYSTIC.

Jan. 1, 1853, 9 ships and barks, 2 schs, tonnage	3,159
Added—Schr Wilmington	100
Jan. 1, 1854, 9 ships and barks, 3 schrs tonnage	3,259

STONINGTON.

Jan. 1, 1853, 18 ships and barks, 1 schr tonnage	5,843
Same Jan. 1, 1854.	

SAGHARBOR.

Jan. 1 1853, 18 ships and barks, 1 brig, tonnage	6,083
Added—Brig Tarana	209
Jan. 1, 1854, 18 ships and barks, 2 brigs tonnage	6,292

GREENPORT.

Jan. 1, 1853, 8 ships and barks, 1 brig, tonnage	2,749
Added—Bark Oregon.	224
Jan 1, 1854, 9 ships and barks, 1 brig, tonnage	2,973

COLD SPRING.

Jan. 1, 1853, 6 ships and barks, tonnage	2,919
Same Jan. 1, 1854.	

RECAPITULATIVE TABLE
VESSELS EMPLOYED IN THE WHALE FISHERY
JAN. 1, 1854.

	Ships & Barks.	Brigs.	Schs.	Tonnage.
New Bedford	316	1	1	107 512
Fairhaven	49			16,754
Westport	17	5		4,360
Darmouth	3			714
Mattapoisett	11	4		3,013
Sippican			2	239
Wareham	1			374
District of New Bedford	397	10	3	132,996
Sandwich		1	1	292
Falmouth	3			1,106
Holmes Hole	4			1,530
Edgartown	10			3,402
Nantucket	44	2	1	15,571
Provincetown	3	4	20	3,065
Beverly	3	2		999
Lynn	1			323
Salem	1			230
Boston	1			261
Truro		1		143
Orleans	1	3	1	654
Gloucester			1	110
Fall River	4			1,144
Warren	17			5,969
Providence	1			298
Newport	5			1,742
New London	46	2	7	17,308
Mystic	9		3	3,259
Stonington	18		1	5,843
Sagharbor	18	2		6,292
Greenport	9	1		2,973
Cold Spring	7			2,919
Total Jan. 1, 1854	602	28	38	208,399

Showing an addition of 2 ships, and 6 schooners, and a diminutian of 2 brigs, and an increase in the aggreate of tonnage, 2113 tons.

Of the above is owned in the State of

Massachusetts	472	23	27	161,796
Rhode Island	23			8,609
Connecticut	73	2	11	26,410
New York	34	3		12,184
	602	28	38	208,399

The number of vessels and amount of tonnage employed in the whale fishery, since 1844, have been as follows:

	Ships & Barks	Brigs	Schs	Tonnage.
Jan. 1, 1853	599	30	32	206,286
Jan. 1, 1852	558	27	35	193,990
Jan. 1, 1851	502	24	27	171,971
Jan. 1, 1850	510	20	13	171,484
Jan. 1, 1849	581	21	12	196 110
Jan. 1, 1848	621	22	16	210 663
Jan. 1, 1847	670	31	21	230,218
Jan. 1, 1846	678	35	22	233,189
Jan. 1, 1845	643	35	17	218,655
Jan. 1, 1844	595	41	9	200,147

1854

[From the Whalemen's Shipping List.]

IMPORTATIONS

Of Sperm and Whale Oil and Whalebone into the United States in 1854.

Ports	Ships and Barks	Brigs Schrs	Bbls Spm Oil.	Bbls Whale Oil	Lbs. Whale Bone
New Bedford	113		42.924	175,336	1,669,200
Fairhaven	13		2,881	21,507	274,000
Westport	6	1	2,230	481	1,100
Dartmouth	1		869	8	
Mattapoisett	4	1	1,329	2,182	9,400
Sippican		2	196	10	
District of N Bedford	137	4	50429	199,524	1,953,700
Sandwich		2	377	62	
Falmouth	1		513	1,828	
Holmes Hole	2		425	3,190	3,000
Edgartown.	1	1	214	1,861	
Nantucket	9	3	8,900	9,314	78,900
Provincetown	1	22	2,708	1,041	
Orleans		1	32	420	
Boston	6		3 911	74	21,800
Beverly	2	2	643		
Gloucester		1	82		
Warren	1		441		
Newport	2			3,430	
New London	20	3	1,610	42,705	250,200
Mystic	5		537	6,351	36,800
Stonington	3		460	8.145	70,600
Sagharbor	6	2	300	6,979	22,500
Greenport	5		1,197	7,773	29,200
Cold Spring	4		400	7,687	84.700
New York	8		3,517	19,483	893,800
Total for 1854	213	41	76,696	319,837	3,445,200

	Bbls. spm	Bbls. wh.	Lbs bone.
Imports for 1853,	103 077	260,114	5,652,300
" 1852,	78,872	84,211	1,259.900
" 1851,	99,591	328,483	3,916,500
" 1850,	92,892	200,608	2,869,200
" 1849,	100,944	248,492	2,281,100
" 1848	107,976	280,656	2,603,000
" 1847,	120.753	313.150	3,341,680
" 1846,	95,217	207,493	2,276,939
" 1845,	157.917	272,730	3,167,142
" 1844,	139.594	262,047	2.532,445
" 1843,	166,985	206,727	2.000,000
" 1842,	165,637	161,041	1 600 000
" 1841,	159,304	207,348	2,000,000

EXPORTS.

There have been no exports of Whale oil from the port of New Bedford during the years 1852, 1853, and 1854. The Exports in previous years have been as follows:

Exports in 1852	none	gallons
" " 1851	813,401	"
" " 1850	169,491	"
" " 1849	233.775	"
" " 1848	538,446	"
" " 1847	319,486	"
" " 1846	1,004,661	"

STOCKS OF OIL AND BONE ON HAND.

The following Table will show the amount of Sperm and Whale Oil and Whale Bone on hand on the first day of Jan. 1855, as nearly as can be ascertained in the United States.

	sp	wh	bone
New Bedford.	4,930	49,275	1,026,000
Fairhaven.	530	8,875	108,000
Nantucket.	1,200	3,500	90,000
Edgartown and Holmes Hole.	100	3,400	
Newport		1,200	
Mystic.		350	
Stonington.		750	
Sag Harbor		5,900	
Greenport.		2,400	
New York.		2830	176,000
	6,760	78480	1,400,000

11

The following table will show the amount of Sperm and Whale Oil and Whalebone on hand as near as could be ascertained for the following years.

	Sperm	Whale	Bone
Jan I, 1854	3,500	25 000	900.000
" " 1853	9,555	8,210	113,000
" " 1852	19,350	36,500	1,103,000
" " 1851	3,610	14,062	242,000
" " 1850	3,760	13 000	440,000
" " 1849	10,147	20,936	994,600
" " 1848	5,096	29,726	921,500
" " 1847	14,613	7,775	112 800
" " 1846	40,703	5,221	211.000
" " 1845	32.992	12,950	unk

STATEMENT.

Of the prices of Sperm and Whale Oil, and Whalebone on the first and fifteenth of each month of the year 1854, together with the Average price per year for thirteen years past.

	Spm. Oil.		Wh. Oil.		W. Bone.	
	1st.	15th.	1st.	15th.	1st.	15th.
January	131	131	65	63½	40	42
February	133	135½	61¼	60½	41	40
March	143	145	61	57½	38¾	38½
April	142½	149	55	55	34½	34½
May	150	150	56¼	57	36	37
June	150	150	57	56½	37½	39½
July	147¾	150	56¾	56¼	40½	41
August	150	145	55½	56	39½	40½
September	146½	147	57	56½	40	39¼
October	147	150	56¾	57	40	40
November	15 ½	175	57½	58	40	40
December	175	171¼	66	68	40	41
Average for 1854,	148 3-4 c,		58 5-8 c.		39 1-5 c.	
" " 1853,	124 3-4 c,		58 1-8 c.		34 1-2 c.	
" " 1852,	123 3-4 c,		68 1-6 c.		50 3-4 c.	
" " 1851,	127 1-4 c,		45 5-16c.		34 1-2 c	
" " 1850,	120 7-10		49 1-10		34 4-10	
" " 1849,	108 9-10		39 9-10		31 8-10	
" " 1848,	100 1-2		36		30 7-8	
" " 1847,	87 7-8		33 3-4		34	
" " 1846,	88		32 7-8		33 5-8	
" " 1845,	90 1-2		36 1-2		40	
" " 1844,	63		34 1-2		35 3-4	
" " 1843,	73		33 3-4		23	
" " 1842,	94		31 3-4		19 2-3	
" " 1841,	100		30 1-2		19	

NORTH PACIFIC FISHERY

Table showing the number of ships engaged in the North Pacific Fishery for the last thirteen years, and the average quantity of oil taken.

1841	20 ships averaged 1412 bbls—	28200 bbls.
1842	29 ships averaged 1627 bbls—	47200 bbls.
1843	108 ships averaged 1349 bbls—	146800 bbls.
1844	170 ships averaged 1528 bbl —	259670 bbls.
1845	263 ships averaged 953 bbls—	250600 bbls.
1846	292 ships averaged 869 bbls—	253800 bbls.
1847	177 ship, averaged 1059 bbls—	187443 bbls.
1848	159 ships averaged 1164 bbls—	185256 bbls.
1849	155 ships averaged 1334 bbls—	206850 bbls.
1850	144 ships averaged 1692 bbls—	243648 bbls.
1851	138 ships averaged 626 bbls—	86360 bbls.
1852	278 ships averaged 1343 bbls—	373450 bbls.
1853	238 ships averaged 912 bbls—	218135 bbls.

In 1854 about 235 ships cruised in the Northern Seas two of which were lost, 30 of which are reported to have cruised in the Arctic Sea, and have mostly been reported off the ground with an average each of about 1500 bbls each, and 135 ships from the Ochotsk and other grounds with an average catch of about 1000 bbls.

AVERAGE VOYAGES.

Made by Sperm and Right Whalers from 1846 to 1854, inclusive, with the average time absent, and quantity of Oil brought home.

ARRIVALS IN 1846.

42 sperm whalers	41m 6d	1350	280	57400	11760
94 2 season rt "	30m 2d	225	2034	21150	191196
1 1 season rt "	12m 2d		2005		2005
48 Atlantic sp "	14m 7d	259	14	12432	672
Sent home fm outward bound, wrecked &c				4235	1860
				95217	207493

ARRIVALS IN 1847.

52 sperm whalers	45m 12d	1505	219	78287	11416
150 right "	31m 7d	195	1978	29309	296711
1 Greenland "	7m 0d		940		940
34 Atlantic sp "	15m 9d	228½	42	7770	1437
Sent home fm outward bound, wrecked &c				5387	2646
				120753	313150

ARRIVALS IN 1848.

52 sperm whalers	41m 19d	1292	192	67178	9988
122 right "	33m 2d	222	2187	27081	266827
1 Greenland "	7m 19d		727		726
31 Atlantic sp "	16m 21d	303	18	9395	552
Sent home fm outward bound, wrecked &c				4322	2565
				107976	280656

ARRIVALS IN 1849.

54 sperm whalers	41m 21d	1284	168	69524	9064
102 right "	32m 09d	209	2271	21355	231631
1 Greenland "	7m 14d		728		728
28 Atlantic sp "	6m 16d	216	25	6052	697
Sent home fm outward bound, wrecked &c				4013	6090
				100944	248202

ARRIVALS IN 1850.

48 sperm whalers	41m 22d	1189	115	57099	5539
83 right "	33m 20d	189½	2217	15727	183992
1 Greenland "	7m 16d		485		485
33 Atlantic sp "	9m 14d	235	14	8917	521
Sent home fm outward bound, wrecked &c				11149	10,071
				92892	200608

ARRIVALS IN 1851.

		sp	wh.	sp.	wh
53 sperm whalers	44m 4d	1170	333	61995	17662
46 Atlantic sp "	10m 24d	201	9	9259	437
83 2 season rt "	35m 16d	130	2619	10901	217331
33 1 season rt "	20m 10d	111	2431	3677	80239
1 Greenland "	8m 20d		258		258
Sent home fm outward bound, wrecked &c				13759	12556
				99591	328483

ARRIVALS IN 1852.

		sp	wh	sp	wh
50 sperm whalers	44m 21d	1054	151	52 705	7,545
54 Atlantic sp "	13m 1d	202	38	10,885	2,083
16 2 season rt "	33m 14d	128	1,989	2,045	31,826
7 1 season rt "	17m 21d	85	1 852	597	12,968
Sent home fm outward bound, wrecked &c				12,640	29,789
				78,872	84,211

ARRIVALS IN 1853.

		sp	wh	sp	wh
64 sperm whalers	44m 01 d	1004	153	64,284	9 810
67 Atlantic sp "	14m 05 d	167	32	11,183	2,168
59 2 season rt "	33m 24 d	134	1,908	7,896	112,613
24 1 season rt "	18m 27 d	69	1,981	1,670	47,559
Sent home fm outward bound wrecked &c				18,044	87,964
				103,077	260,114

10

NEW LODNON.	
Jan. 1, 1852, 43 ships and barks, 5 schrs, tonnage	16,273
Added—Ships Corea 365, Delaware 299, N. S. Perkins 309, barks H. Brewer 293, Iris 245, Pearl 195 brig Topaz 138.	1,844
	18,117
Deduct—Lost—Ships McLellan 376, Superior 406,	782
Jan. 1, 1853, 47 ships and barks, 1 brig, 5 schrs, tonnage	17,335
MYSTIC	
Jan. 1, 1852. 9 ships and barks, 1 schr tonnage	3,009
Added—Schr Lion	150
Jan. 1, 1853, 9 ships and barks, 2 schrs tonnage	3,159
STONINGTON.	
Jan, 1, 1852, 18 ships and barks, tonnage	5,743
Added—Schr Flying Cloud	100
Jan. 1, 1853, 18 ships and barks, 1 schr, tonnage	5,843
SAGHARBOR.	
Jan. 1, 1852, 17 ships and barks, 1 brig, tonnage	5,856
Added—Bark Gentleman	227
Jan. 1, 1853, 18 ships and barks, 1 brig tonnage	6,083
GREENPORT.	
Jan. 1, 1852, 8 ships and barks, 1 brig; same Jan. 1, 1853. tonnage	2,749
COLD SPRING.	
Jan. 1, 1852. 6 ship and barks, tonnage	2,499
Added—Ship Edgar	420
Jan. 1, 1853, 7 ships and barks tonnage	2,919
NEW SUFFOLK.	
Jan. 1, 1852, 1 bark	227
Deduct—Sold—Bark Gentleman	227

RECAPITULATIVE TABLE
VESSELS EMPLOYED IN THE WHALE FISHERY
JAN. 1, 1853.

	Ships & Barks.	Brigs.	Schs.	Tonnage.
New Bedford	307	3	1	104 005
Fairhaven	49			16,542
Westport	17	5		4,360
Darmouth	3	1		825
Mattapoisett	12	3		3,153
Sippican			1	119
Wareham	1			374
District of New Bedford	389	12	2	129,378
Sandwich		1	1	292
Falmouth	3			1,106
Holmes Hole	4			1,530
Edgartown	8	1		2,823
Nantucket	52	2	2	18,484
Provincetown	3	6	18	3,198
Beverly	1	2		568
Lynn	2			720
Salem	1			230
Boston	2	1		618
Truro		1		143
Orleans	1	1	1	426
Fall River	3			818
Warren	16			5,257
Providence	2			865
Newport	5			1,742
New London	47	1	5	17,335
Mystic	9		2	3,159
Stonington	18		1	5,843
Sagharbor	18	1		6,083
Greenport	8	1		2,749
Cold Spring	7			2,919
Total Jan. 1, 1852	599	30	32	206,286

Showing an addition of 41 ships and barks, 3 brigs, and a diminution of 3 schooners; and an increase in the aggregate of tonnage 12,276 tons.

Of the above is owned in the State of				
Massachusetts	469	27	24	160,334
Rhode Island	28			7,864
Connecticut	74	1	8	26,337
New York	33	2		11,751
	599	30	32	206,286

The number of vessels and amount of tonnage employed in the whale fishery, since 1844, have been as follows:

	Ships & Barks	Brigs	Schs	Tonnage.
Jan. 1, 1852	558	27	35	193,990
Jan. 1, 1851	502	24	27	171,971
Jan. 1, 1850	510	20	13	171,484
Jan. 1, 1849	581	21	12	196 110
Jan. 1, 1848	621	22	16	210 663
Jan. 1, 1847	670	31	21	230,218
Jan. 1, 1846	678	35	22	233,189
Jan. 1, 1845	643	35	17	218,655
Jan. 1, 1844	595	41	9	200,147

1853

[From the Whalemen's Shipping List.]

THE WHALE FISHERY FOR 1853.

Our annual Review of the Whale Fishery for the past year will be found below. The trade continues to sustain itself, with even less than the fluctuations incident to most branches of commerce. The importation has been larger than that of any year since 1848. There have been 235 ships cruising in the Northern seas during the year, against 283 in 1852, showing a diminution of 48 ships.

Prices have continued during the year to range high, and there is no reason to anticipate any large variation from established rates in the year to come. The project of the Secretary of the Treasury, for the admission free of duty of foreign oils may, if sanctioned by Congress, have its influence upon the market. In 1851, when whale oil, it will be remembered ranged unusually high, the import of Linseed Oil reached over 30,000 barrels.

Only two ships are certainly known to have been lost during the last year, although there is reason to believe that another will be added to the list by coming advices, from the Northern seas.

The large quantities of whalebone which have been shipped home in anticipation of return voyages will reduce the amount to be received during the present year, as the catch, this season, will barely come up to the average.

IMPORTATIONS

Of Sperm and Whale Oil and Whalebone into the United States in 1853.

Ports	Ships and Barks	Brigs Schrs	Bbls Spm Oil.	Bbls Wh'le Oil	Lbs. Wh'le Bone
New Bedford	89	2	44,923	118,672	2,835,800
Fairhaven	13		8,083	14,172	188,700
Westport	10	1	4,610	92	
Dartmouth	2		385	1,870	25,800
Mattapoisett	4	3	1,816	42	4,900
Sippican		2	200	40	
Wareham	1		136	2,513	46,700
	119	8	60,153	137,401	3,101,900
Sandwich		3	439	14	
Falmouth	2		2,660	600	9,000
Holmes Hole		1	320	1,720	1,000
Nantucket	15	4	19,232	7,598	43,700
Provincetown	1	21	1,761	603	
Truro		1	70		
Orleans	1	2	530	25	
Boston	6	2	4,469	560	
Salem	1		180	30	
Lynn	2		1,656	2,120	28,000
Beverly	2	1	615	50	
Fall River	2		360	280	
Warren	5		3,173	1,548	9,300
Providence	2		1,963	4,527	54,000
New London	18	3	1,107	45,990	1,881,200
Mystic	3		246	4,998	50,900
Stonington	6	3	561	14,142	110,300
Sagharbor	5		1,316	6,338	74,600
Greenport	2		224	2,684	28,300
Cold Spring	1			2,359	51,200
New York	4	4	992	20,275	177,900
Baltimore	1			842	
Total for 1853	202	53	103,077	260,114	5,652,300

	Bbls. spm	Bbls. wh.	Lbs bone.
Imports for 1852,	78,872	84,211	1,259,900
" 1851,	99,591	328,483	3,916,509
" 1850,	92,892	200,608	2,869,200
" 1849,	100,944	248,492	2,281,100
" 1848,	107,976	280,656	2,003,000
" 1847,	120,753	313,150	3,341,680
" 1846,	95,217	207,493	2,276,939
" 1845,	157,917	272,730	3,167,142
" 1844,	139,594	262,047	2,532,445
" 1843,	166,985	206,727	2,000,000
" 1842,	165,637	161,041	1,600 000
" 1841,	159,304	207,348	2,000,000

EXPORTS.

There have been no exports of Whale oil from the port of New Bedford during the years 1852, and 1853. The Exports in previous years have been as follows:

Exports in 1852	none	gallons
" " 1851	813,401	"
" " 1850	169,491	"
" " 1849	233 775	"
" " 1848	538,446	"
" " 1847	319,486	"
" " 1846	1,004,661	"

STOCKS OF OIL AND BONE ON HAND.

The following Table will show the amount of Sperm and Whale Oil on hand on the first day of Jan. 1854, as nearly as can be ascertained in this district and Nantucket.

	sp	wh	bone
District of N Bedford and Nant.	2,880	15,740	660,000

The stock of oil on hand Jan. 7, 1854—in New London comprises 3350 bbls whale; at Mystic, 700 bbls. do; at Stonington, 670 bbls. do. Total, 4720 bbls. whale. No sperm.

The following table will show the amount of oil and whale bone on hand from 1853 to 1845, inclusive:—

	Sperm	Whale	Bone
Jan I, 1853	9,555	8,210	113,000
" " 1852	19,350	36,500	1,103,000
" " 1851	3,610	14,062	242,000
" " 1850	3,760	13 000	440,000
" " 1849	10,147	20,936	994,600
" " 1848	5,096	29,126	921,500
" " 1847	14,613	7,775	112 800
" " 1846	40,703	5,221	211,000
" " 1845	32,992	12,950	unk

STATEMENT.

Of the prices of Sperm and Whale Oil, and Whalebone on the first and fifteenth of each month of the year 1853, together with the Average price per year for thirteen years past.

	Spm. Oil.		Wh. Oil.		W. Bone.	
	1st.	15th.	1st.	15th.	1st.	15th.
January	120	124½	60	61¾	41	41
February	127	130	62	62½	41	35
March	129¾	129½	65½	65	31	30
April	128	127¼	55	53½	29	29½
May	128	127	53	51	29¾	30½
June	125½	124	51½	52½	32	34¼
July	123	122	52	52½	34	33¾
August	121	122	51¼	52½	33½	34
September	120	120½	53	55	34	34¼
October	120	123	57½	59	34	36
November	124	125	70	70	36	38
December	126	127	65	65	38½	39

Average for '53,	124 3-4 c,	58 1-8 c.	34 1-2 c.
Average for '52,	123 3-4 c,	68 1-6 c.	50 3-4 c.
Average for '51,	127 1-4 c,	45 5-16c.	34 1-2 c
Average for '50,	120 7-10	49 1-10	34 4-10
" " '49,	108 9-10c.	39 9-10c.	31 8-10c.
" " '48,	100 1-2	36	30 7-8
" " '47,	87 7-8	33 3-4	34
" " '46,	88	32 7-8	33 5-8
" " '45,	90 1-2	36 1-2	40
" " '44,	63	34 1-2	35 3-4
" " '43,	73	33 3-4	23
" " '42,	94	31 3-4	19 2-3
" " '41,	100	30 1-2	19

NORTH PACIFIC FISHERY

Table showing the number of ships engaged in the North Pacific Fishery for the last twelve years, and the average quantity of oil taken.

1841	20 ships averaged 1412 bbls—	28200 bbls.
1842	29 ships averaged 1627 bbls—	47200 bbls.
1843	108 ships averaged 1349 bbls—	146800 bbls.
1844	170 ships averaged 1528 bbl —	259570 bbls.
1845	263 ships averaged 953 bbls—	250600 bbls.
1846	292 ships averaged 869 bbls—	253800 bbls.
1847	177 ship, averaged 1059 bbls—	187443 bbls.
1848	159 ships averaged 1164 bbls—	185256 bbls.
1849	155 ships averaged 1334 bbls—	206850 bbls.
1850	144 ships averaged 1692 bbls—	243648 bbls.
1851	138 ships averaged 626 bbls—	86360 bbls.
1852	278 ships averaged 1343 bbls—	373450 bbls.

In 1853, about 235 ships cruised in the Northern Seas, two of which were Lost.

AVERAGE VOYAGES

Made by Sperm and Right Whalers from 1846 to 1853, inclusive, with the average time absent, and quantity of Oil Brought home.

ARRIVALS IN 1846.					
42 sperm whalers	41m 6d	1350	280	57400	11760
94 2 season rt "	30m 2d	225	2034	21150	191196
1 1 season rt "	12m 2d		2005		2005
48 Atlantic sp "	14m 7d	259	14	12432	672
Sent home fm outward bound, wrecked &c				4235	1860
				95217	207493
ARRIVALS IN 1847.					
52 sperm whalers	45m 12d	1505	219	78287	11416
150 right "	31m 7d	195	1978	29309	296711
1 Greenland "	7m 0d		940		940
34 Atlantic sp "	15m 9d	228½	42	7770	1437
Sent home fm outward bound, wrecked &c				5387	2646
				120753	313150
ARRIVALS IN 1848.					
52 sperm whalers	41m 19d	1292	192	67178	9984
122 right "	33m 2d	222	2187	27081	266828
1 Greenland "	7m 19d		727		727
31 Atlantic sp "	16m 21d	303	18	9395	552
Sent home fm outward bound, wrecked &c				4322	2565
				107976	280656
ARRIVALS IN 1849.					
54 sperm whalers	41m 21d	1284	168	69524	9066
102 right "	32m 09d	209	2271	21355	231631
1 Greenland "	7m 14d		728		728
28 Atlantic sp "	6m 16d	216	25	6052	697
Sent home fm outward bound, wrecked &c				4013	6090
				100944	248202
ARRIVALS IN 1850.					
48 sperm whalers	41m 22d	1189	115	57099	5539
83 right "	33m 20d	189½	2217	15727	183992
1 Greenland "	7m 16d		485		485
33 Atlantic sp "	9m 14d	235	14	8917	521
Sent home fm outward bound, wrecked &c				11149	10,071
				92892	200608
ARRIVALS IN 1851.					
		sp	wh.	sp.	wh
53 sperm whalers	44m 4d	1170	333	61995	17662
46 Atlantic sp "	10m 24d	201	9	9259	437
83 2 season rt "	35m 16d	130	2619	10901	217331
33 1 season rt "	20m 10d	111	2431	3677	80239
1 Greenland "	8m 20d		258		258
Sent home fm outward bound, wrecked &c				13759	12556
				99591	328483
ARRIVALS IN 1852.					
		sp	wh	sp	wh
50 sperm whalers	44m 21d	1054	151	52 705	7,545
54 Atlantic sp "	13m 1d	202	38	10,885	2,083
16 2 season rt "	33m 14d	128	1,989	2,045	31,826
7 1 season rt "	17m 21d	85	1 852	597	12,968
Sent home fm outward bound, wrecked &c				12,640	29,789
				78.872	84,211
ARRIVALS IN 1853.					
		sp	wh	sp	wh
64 sperm whalers	44m 01 d	1004	153	64,284	9 810
67 Atlantic sp "	14m 05 d	167	32	11,183	2,168
59 2 season rt "	33m 24 d	134	1,908	7,896	112,613
24 1 season rt "	18m 27 d	69	1,981	1,670	47,559
Sent home fm outward bound wrecked &c				18,044	87,964
				103,077	260,114

COMPARATIVE STATEMENT

Of tonnage of vessels employed in the Whale Fishery Jan 1, 1853, and Jan. 1, 1854, with a list of vessels added, withdrawn and lost from the several ports, since Jan. 1853.

NEW BEDFORD.	
Jan. 1, 1853, 306 ships and barks, 3 brigs 1 sch; tonnage	103,742
Added—Ships C. Mitchell 387, E. F. Mason 582, Jireh Swift 454, King Fisher 425, Lapwing 432, Mantonomi 427, Nauticon 372, Othello 424, Petrel 350, Reindeer 450, Sea Gull, 455. William Badger 334, Wm Wirt 387, Young Hector 411, barks Afton 249, Cachelot 230, John Dawson 237, Joshua Bragdon 270, Keoka 250, Morning Star 305, Sea Breeze 403.	7,834
	111,576
Deduct—Lost, and sold—Ships Antarctic 319, Atm B. Howland 414, Brandt 310, Francis 348, Lalla Rookh 323, Liverpool 2d 428, Robt Pulsford 406, Citizen 464, barks Bramin 245. Emma 246, Octavia 302, brigs Inga 169, March 90,	4,064
Jan. 1. 1854, 316 ships and barks 1 brig 1 sch tonnage	107 512
FAIRHAVEN.	
Jan. 1, 1853, 49 ships and barks tonnage	16,542
Added—Bark Iowa 265, ships Speedwell 496, Siren Queen 461.	1,222
	17,764
Deduct—Lost and sold ships Heroine 337, Marcus 286, William Wirt 387.	1,010
Jan. 1, 1854, 49 ships and barks, tonnage	16,754
WESTPORT.	
Jan 1, 1853, 17 ships and barks 5 brigs tonnage	4,360
Jan. 1, 1854, same.	
DARTMOUTH.	
Jan. 1. 1853, 3 ships and barks 1 brig tonnage	825
Deduct—Lost brig Gov Hopkins	111
Jan. 1, 1854, 3 ships and barks, tonnage	714

1852

THE WHALE FISHERY.

On our first page this morning, will be found a variety of tables, exhibiting the state of the whale fishery during the year 1852. These we copy from *The Whalemen's Shipping List,* and for accuracy and correctness they are to be fully relied upon.

The Shipping List considers the season, on the whole, as one of prosperity to the trade. Prices have been high, and exhausted stocks have left a fair field for new operations. Several fine ships have been added to the fleet, and activity has been stimulated in all departments of trade and industry more or less connected with the fishery. *The Shipping List* further says :

Our table shows that the importations of 1852 are greatly below those of any previous year. They fall short of that of 1851 by 20,700 bbls of Sperm Oil, 244,200 bbls of Whale oil, and nearly two millions of pounds of bone. The Table includes only oil imported in Whale ships, and that transshipped by whalers in merchant vessels. In addition to this a considerable quantity of Whale Oil, (say 10,000 bbls) exported to European markets in 1851, found its way back in 1852, in consequence of high prices here. A large quantity of Seal Oil has also been imported from the British Provinces, mixed with and used for whale oil. The amount of these importations we have not been able to ascertain.

The prices of our Staples, with the exception of Sperm Oil have this year considerably exceeded those of any previous year, the average figure for Sperm having been $1,23 2-3, of Whale 68 1-6 cts, and of bone 50 3-4 cts.

The fortune of the fleet in the North Pacific in 1852, has been generally good, and losses considering the number of vessels employed, comparatively few. The Sperm Whalers in the Pacific and elsewhere have been less fortunate, and no addition to the importation of Sperm oil of the past year can be expected in the present.

It is impossible now to speak with accuracy of the probable importations of 1853. The aggregate amount of Whale oil taken the last year is greater than in any previous year. Still the amount coming forward will not a little depend upon facilities offered for shipment, and also upon the success of the ninety-two ships still to hear from. It is fair however to anticipate an importation of Whale oil and Whalebone double that of last year ; and we may reasonably expect a further falling off in the importation of Sperm Oil.

[From the Whalmen's Shipping List.]

IMPORTATIONS

Of Sperm and Whale Oil and Whalebone into the United States in 1852.

Ports	Ships and Barks	Brigs Schrs	Bbls Spm Oil.	Bbls Wh'le Oil	Lbs. Wh'le Bone
New Bedford	54	5	40,313	42,352	925,600
Fairhaven	8		6,242	4,001	38,600
Westport	2	2	1,510	31	
Mattapoisett	4		1,396	236	1,500
	68	7	49,461	46,620	965,700
Sandwich		2	115	15	
Holmes Hole		1			
Nantucket	8	7	10,869	1,238	2,500
Provincetown	2	20	2,810	741	
Orleans		2	335	20	
Boston	6	2	4,979	211	
Beverly	2		920	2	
Salem	1		320	30	
Fall River	3		481	2,527	15,000
Warren	10		4,907	7,686	80,400
New London	3	1	492	8,441	178,600
Mystic	3	1	467	4,674	19,900
Stonington	3	1	199	4,313	6,400
Sagharbor	2	2	1,021	2,077	18,700
Greenport	1	1	1,070	75	
New Suffolk	1			1,885	10,500
New York	6	1	426	4,166	12,200
Total for 1852	119	48	78,872	84,211	1,259,900

	Bbls. spm	Bbls. wh.	Lbs bone.
Imports for 1851,	99,591	328,483	3,916,500
" 1850,	92,892	200,608	2,869,200
" 1849,	109,944	248,492	2,281,100
" 1848,	107,976	280,656	2,003,000
" 1847,	120.753	313.150	3,341,680
" 1846,	95,217	207,493	2,276,939
" 1845,	157.917	272,730	3,167,142
" 1844,	139.594	262,047	2,532,445
" 1843,	166,985	206,727	2,000,000
" 1842,	165,637	161,041	1,600,000
" 1841,	159,304	207,348	2,000,000

EXPORTS.

There have been no exports of Whale oil from the port of New Bedford during the year 1852. The Exports in previous years have been as follows :

Exports in 1851	813,401	gallons
" " 1850	109,491	"
" " 1849	233 775	"
" " 1848	538,446	"
" " 1847	319,486	"
" " 1846	1,004,661	"

EXPORTS.

Statement of the quantity and value of Sperm and Whale oil, Whalebone and Spermaceti Candles exported from the United States during the years ending June 30, 1851, and June 30, 1852 :

	1851 quantity	1851 value	1852 quantity	1852 value
Oil, Sp. Gals.	888,333	$1,032,636	641.209	$805,081
Oil, Wh. Gals.	1,999,731	876,782	885.852	435,999
Whalebone lbs,	2,281 917	689 649	1,184,141	436,665
Candles lbs.	538,218	195,778	397,342	143,084
		$2 794,845		$1,821,829

STOCKS OF OIL AND BONE ON HAND.

The following Table will show the amount of Sperm and Whale Oil on hand on the 1st day of Jan, 1853, as nearly as can be ascertained.

	sp	wh	bone
New Bedford	4635	3450	113,000
Fairhaven	3400	2600	
Fall River	....	400	....
Warren	....	1700	....
Nantucket	1100	....	....
Mattapoisett	200	60	....
Westport	220	....	....
	9,555	8,210	113,000

There is said to be a considerable quantity of Whale oil on hand in New York, mostly return shipments from Europe, but we have been unable to ascertain the amount.

The following table will show the amount of oil and whale bone on hand from 1852 to 1845, inclusive :—

	Sperm	Whale	Bone
Jan 1, 1852	19,350	36,500	unk
" " 1851	3,610	14,062	242,000
" " 1850	3,760	13 000	440,000
" " 1849	10,147	20,936	994,600
" " 1848	5,096	29, 26	921,500
" " 1847	14,613	7,775	112 800
" " 1846	40,703	5,221	211,000
" " 1845	32,992	12,950	unk

STATEMENT.

Of the prices of Sperm and Whale Oil, and Whalebone on the first and fifteenth of each month of the year 1852, together with the Average price per year for twelve years past.

	Spm. Oil. 1st.	Spm. Oil. 15th.	Wh. Oil 1st.	Wh. Oil 15th.	W. Bone. 1st.	W. Bone. 15th.
January	128	125	58	58	45	45
February	125	124	56½	57½	43	43½
March	124½	125	58	60	44	45
April	124½	124½	61	73½	47	50
May	124½	126	75	75	52	55
June	125	125	75	75	55	54½
July	125	125	75	74	55	55
August	125	124½	75	73	55	55
September	124	123	72	72½	55	55
October	123	123	73	73	55	55
November	120½	120	72	70	55	50
December	118½	118	65	60½	48	48

Average for '52,	123 3-4 c,	68 1-6 c.	50 3-4 c.
Average for '51,	127 1-4 c,	45 5-16c.	34 1-2 c
Average for '50,	120 7-10	49 1-10	34 4-10
" " '49,	108 9-10c.	39 9-10c.	31 8-10c.
" " '48,	100 1-2	36	30 7-8
" " '47,	87 7-8	33 3-4	34
" " '46,	88	32 7-8	33 5-8
" " '45,	90 1-2	36 1-2	40
" " '44,	63	34 1-2	35 3-4
" " '43,	73	33 3-4	23
" " '42,	94	31 3-4	19 2-3
" " '41,	100	30 1-2	19

NORTH PACIFIC FISHERY

able showing the number of ships engaged in the North Pacific Fishery for the last eleven years, and the average quantity of oil taken.

1841	20 ships averaged 1412 bbls—	28200 bbls.
1842	29 ships averaged 1627 bbls—	47200 bbls.
1843	108 ships averaged 1349 bbls—	146800 bbls.
1844	170 ships averaged 1528 bbl —	259.70 bbls.
1845	263 ships averaged 953 bbls—	250600 bbls.
1846	292 ships averaged 869 bbls—	253800 bbls.
1847	177 ship, averaged 1059 bbls—	187443 bbls.
1848	159 ships averaged 1164 bbls—	185256 bbls.
1849	155 ships averaged 1334 bbls—	206850 bbls.
1850	144 ships averaged 1692 bbls—	243648 bbls.
1851	138 ships averaged 626 bbls—	86360 bbls.

In 1852, about 283 ships cruised in the Northern Seas, four of which were Lost. Of the remaining number 179 have been reported in, with an aggregate of 225,570 bbls, or an average catch of 1260 bbls.

AVERAGE VOYAGES

Made by Sperm and Right Whalers from 1846 to 1852, inclusive, with the average time absent, and quantity of Oil brought home.

ARRIVALS IN 1844.

Arrivals.	Average absence.	Av. cargo.		Total.	
69 sperm whalers	43m 0d	1419	293	97911	20217
1122 season rt "	25m 9d	248	2059	27776	230608
71 season rt "	11m 14d	69	1176	483	8232
42 Atlantic sp "	12m 0d	248	38	10416	1596
Sent home fm outward bound, wrecked &c				3008	1394
				139594	262047

ARRIVALS IN 1845.

91 sperm whalers	43m 21d	1291	387	117481	35217
1012 season rt "	24m 0d	196	2180	19796	220180
81 season rt "	12m 4d	55	796	440	6368
43 Atlantic sp "	13m 7d	238	76	10234	3268
Sent home fm outward bound, wrecked &c				9966	7697
				157917	272730

ARRIVALS IN 1846.

42 sperm whalers	41m 6d	1350	280	57400	11760
94 2 season rt "	30m 2d	225	2034	21150	191196
11 season rt "	12m 2d		2005		2005
48 Atlantic sp "	14m 7d	259	14	12432	672
Sent home fm outward bound, wrecked &c				4235	1860
				95217	207493

ARRIVALS IN 1847.

52 sperm whalers	45m 12d	1505	219	78287	11416
150 right "	31m 7d	195	1978	29309	296711
1 Greenland "	7m 0d		940		940
34 Atlantic sp "	15m 9d	228¼	42	7770	1437
Sent home fm outward bound, wrecked &c				5387	2646
				120753	313150

ARRIVALS IN 1848.

52 sperm whalers	41m 19d	1292	192	67178	9984
122 right "	33m 2d	222	2187	27081	266828
1 Greenland "	7m 19d		727		727
31 Atlantic sp "	16m 21d	303	18	9395	552
Sent home fm outward bound, wrecked &c				4322	2565
				107976	280656

ARRIVALS IN 1849.

54 sperm whalers	41m 21d	1284	168	69524	9066
102 right "	32m 09d	209	2271	21355	231631
1 Greenland "	7m 14d		728		728
28 Atlantic sp "	6m 16d	216	25	6052	697
Sent home fm outward bound, wrecked &c				4013	6090
				100944	248202

ARRIVALS IN 1850.

48 sperm whalers	41m 22d	1189	115	57099	5539
83 right "	33m 20d	189½	2217	15727	183992
1 Greenland "	7m 16d		485		485
33 Atlantic sp "	9m 14d	235	14	8917	521
Sent home fm outward bound, wrecked &c				11149	10,071
				92892	200608

ARRIVALS IN 1851.

		sp	wh.	sp.	wh.
53 sperm whalers	44m 4d	1170	333	61995	17662
46 Atlantic sp "	10m 24d	201	9	9259	437
83 2 season rt "	35m 16d	130	2619	10901	217331
33 1 season rt "	20m 10d	111	2431	3677	80239
1 Greenland "	8m 20d		258		258
Sent home fm outward bound, wrecked &c				13759	12556
				99591	328483

9

ARRIVALS IN 1852.

		sp	wh	sp	wh
50 sperm whalers	44m 21d	1054	151	52 705	7,545
54 Atlantic sp "	13m 1d	202	38	10,885	2,083
16 2 season rt "	38m 14d	128	1,989	2,045	31,826
7 1 season rt "	17m 21d	85	1 852	697	12,968
Sent home fm outward bound, wrecked &c				12,640	29,789
				78,872	84,211

COMPARATIVE STATEMENT

Of tonnage of vessels employed in the Whale Fishery Jan. 1, 1852, and Jan 1, 1853, with a list of vessels added, withdrawn and lost, from the several ports, since Jan. 1852.

NEW BEDFORD.

Jan. 1, 1852, 278 ships and barks. 3 brigs 1 sch: tonnage 94,642
Added—Ships Antarctic 319, Carolina 395, Cleone 373, Congress 2d 376, Danl Wood 350, Empire 403, Gay Head 389, Jas Arnold 393, Kensington 367, Lancer 396, Mary Wilder 213, Polar Star 475, Rainbow 474, Rambler 399, Thos Dickason 454, barks Active 333 Anaconda 383, Catalpa 260, Cleora 263. Fanny 391, Isabella 315, John A. Parker 342, Jos Butler 193, Lafayette 341, Laetitia 275, Malta 151, Montgomery 248, Orray Taft 176, Osceola 2d 197, Osceola 3d 200, San Francisco 268, Undine 216, Vigilant 282, Winslow 263, Franklin 240. Mary Ann 206. 11,309

105,951

Deduct—Sold, lost and withdrawn—Ships Huntress 391, Phocion 266, South Carolina 302. Ontario 368, barks Exchange 180, Junius 198, Persia 240, 1,945

Jan. 1, '53, 307 ships and barks, 3 brigs, 1 sch tonnage 104,006

FAIRHAVEN.

Jan. 1, 1852, 49 ships and barks, 1 sch, tonnage 16,490
Added—Ships John Coggeshall 388, Tahmiroo 371. 759

17 249

Deduct—Lost—Ships George 360, Leonidas 243, sch Lively 104. 707

Jan. 1, 1853, 49 ships and barks, tonnage 16,542

WESTPORT.

Jan. 1 1852, 14 ships and barks, 5 brigs, tonnage 3,725
Added—Barks Elizabeth 270, George & Mary 165, Sacramento 200. 635

Jan. 1, 1853, 17 ships and barks. 5 brigs, tonnage 4,360

DARTMOUTH.

Jan. 1. 1852, 2 ships and barks, 1 brig, tonnage 626
Added—Bark Henry H. Crapo 199

Jan. 1, 1853 3 ships and barks, 1 brig, tonnage 825

MATTAPOISETT.

Jan. 1, 1852, 11 ships and barks, 2 brigs, tonnage 2.788
Added—Bark Clara Bell 295, brig Excellent 70 365

Jan. 1, 1853, 12 ships and barks, 3 brigs, tonnage 3,153

SIPPICAN.

Jan. 1, 1852, nothing
Jan 1, 1853, *Added*—Schr Altamaha tonnage 119

WAREHAM.

Jan. 1, 1852, 1 ship ; same Jan. 1. 1853, tonnage 374

SANDWICH.

Jan 1, 1852. 1 brig, 1 schr, same Jan. 1. 1853, tonnage 292

FALMOUTH.

Jan. 1, 1852, 3 ships, same Jan. 1, 1853, tonnage 1,106

HOLMES HOLE.

Jan. 1, 1852, 4 ships and barks, tonnage 1,410
Added—Bark Helen Augusta 270

1,680
Deduct—Sold—Bark Malta, 150

Jan. 1, 1853, 4 ships and barks, tonnage 1,530

EDGARTOWN.

Jan 1, 1852, 8 ships and barks, 1 brig, tonnage 2,877
Added—Bark Ellen 232

3,109
Deduct—Sold bark Sarah 286

Jan. 1853, 8 ships and barks. 1 brig, tonnage 2,823

NANTUCKET.

Jan. 1, 1852. 52 ships and barks, 1 brig, 3 schs, tonnage 18,472
Added—Ships Gazelle 340, Memnon 430, brig Homer 200 970

19,442
Deduct—Lost and sold—Ships Empire 403, Henry Clay 385, schr Sophia 170 958

Jan. 1, 1853, 52 ships and barks, 2 brigs. 2 schs, tonnage 18,484

PROVINCETOWN.

Jan. 1. 1852, 2 barks. 6 brigs, 22 schrs, tonnage 3,359
Added—Bark F. Buncninia 200, brig Phenix 120 schr Aleghana 100, S. R. Soper 130, 550

3,909
Deduct—Sold withdrawn &c—Brig Medford 107 schrs Cadmus 115, Council 100, C. Alstrum 106, A. Nickerson 108, R. Rakes 110, Sea Shell 65, 711

Jan. 1. 1853, 3 ships and barks, 6 brigs, 18 schrs, tonnage 3,198

BEVERLY.

Jan. 1, 1852, 1 bark, 2 brigs, same Jan. 1. 1853 tonnage 568

LYNN.

Jan. 1, 1852, 2 ships, same Jan. 1. 1853, tonnage 720

SALEM

Jan. 1, 1852, 1 bark, same Jan 1, 1853, tonnage 230

BOSTON,

Jan. 1, 1852, 2 barks, 1 brig, same Jan 1, '53 tonnage 618

TRURO.

Jan. 1, 1852, 2 brigs, tonnage 314
Deduct—Lost, brig Germ 171

Jan 1. 1853, 1 brig tonnage 143

ORLEANS.

Jan. 1, 1852, 1 brig, 1 schr, tonnage 251
Added—Bark Corvo 175

Jan. 1, 1853, 1 bark, 1 brig, 1 schr, tonnage 426

FALL RIVER.

Jan. 1, 1852, 2 ships and barks, tonnage 555
Added—Bark D. M. Hall 263

Jan. 1, 1853, 3 ships and barks, tonnage 818

WARREN.

Jan. 1, 1852, 17 ships and barks, tonnage 5.640
Added—Ship Sea Shell 328, barks Belle 286, Florence 326, Hungarian 325 1,265

6,905
Deduct—Lost and Sold.—Ships Boy 252, Luminary 432, Warren 383, barks Franklin 240, Lafayette 341 1,648

Jan. 1, 1853, 16 ships and barks, tonnage 5,257

PROVIDENCE.

Jan. 1, 1852, 2 ships, same Jan 1, 1853, tonnage 865

NEWPORT.

Jan. 1, 1852, 5 ships and barks, tonnage 1,883
Added—Bark George 220

2,103
Deduct—Sold—Ship Geo Champlin 361

Jan. 1, 1853, 5 ships and barks, tonnage 1,742

8

1851

THE WHALE FISHERY.

The *Whalemen's Shipping List and Merchants' Transcript* for the present week contains a great amount of valuable statistics in relation to the Whale Fishery, showing the general results the past year as compared with previous years. The aggregate import of oil during the past year has been greater than in any year since 1847, while an increased demand has fully sustained the prices for all varieties. The number of vessels at present employed in this business is as follows: 558 ships and barques; 27 brigs, and 35 schooners—showing a diminution of more than one-sixth as compared with the number employed in 1846, and an increase over last year of 56 ships, 3 brigs and 8 schooners. The reports from the whaling fleet thus far indicate a falling off in the amount of imports both of Whale and Sperm Oil the present year as compared with the average of the last ten years, of nearly one half.

We subjoin the following tables, and refer our readers to the Transcript itself for much other interesting information which it contains relating to the same subject. We take this opportunity of saying, (what indeed there is hardly any need of saying,) that the *Shipping List* is the only paper in the United States devoted to Whaling interests, and that in early, extensive, and accurate information it could hardly be surpassed. Its editor has originated and carried into operation a correspondence which brings to him from all parts of the world, intelligence always looked for with anxiety, and received with interest.

IMPORTATIONS

Of Sperm and Whale Oil and Whalebone into the United States in 1851.

Ports.	Ships and Barks.	Brigs Schrs.	Bbls. Spm. Oil.	Bbls. Wh'le Oil.	Lbs. Wh'le Bone.
New Bedford	89	5	45,150	155,711	2,349,900
Fairhaven	13		9,480	15,385	97,100
Dartmouth		1	48	14	
Westport	7	2	4,040	1,769	14,400
Mattapoisett	3	2	1,747	2,581	12,000
Dist. of N. Bedford	112	10	60,465	175,460	2,473,400
Edgartown	3		2,874	3 840	44,000
Nantucket	13	2	16,601	3,385	38,000
Falmouth	1	0		2,719	24,300
Provincetown	1	24	2,911	229	
Boston	6	6	6,842	280	9,300
Beverly		1	250		
Lynn	1		135	2 740	28,700
Warren	1		168	2,789	29,100
Newport	2		1,262	1,765	12,200
Stonington	8		1,310	15,859	125,000
Mystic	6		183	15,757	168,800
New London	26	2	2,914	67,508	609,000
Sagharbor	4	0	133	11,066	67,200
Greenport	7		839	13,487	115,100
Cold Spring	4		217	11,591	130,000
New York	2	3	2,042		42,400
Philadelphia		1	60		
Truro		1	175	8	
Orleans		1	210		
Total in 1851	197	51	99,591	328,483	3,916,500

	Bbls. spm.	Bbls. wh.	Lbs. bone.
Imports for 1850,	92,892	200,608	2,869.200
" 1849,	100,944	248,492	2,281,100
" 1848,	107,976	280,656	2,003,000
" 1847,	120,753	313,150	3,341,680
" 1846,	95,217	207,493	2,276,939
" 1845,	157,917	272,730	3,167,142
" 1844,	139,594	262,047	2,532,445
" 1843,	166,985	206,727	2,000,000
" 1842,	165,637	161,041	1,600,000
" 1841,	159,304	207,348	2,000,000
Average for 11 years,	128,793	244,434	2,544,384

EXPORTS

Of, Whale Oil from the port of New Bedford in 1851.

To Bremen	345353 gallons
" Falmouth Eng. and a market	107793 "
" Stettin	87423 "
" Rotterdam	127581 "
" Amsterdam	145251 "
Total in 1851	813401

Exports in 1850	109,491 gallons
" " 1849	233,775 "
" " 1848	538 446 "
" " 1847	319 486 "
" " 1846	1,004,661 "

EXPORTS FROM BOSTON IN 1851.

Sperm Oil	43, 797 gallons
Whale Oil	108,179 gallons

NORTH PACIFIC FISHERY.

Table showing the number of ships engaged in the North Pacific Fishery for the last ten years, and the average quantity of oil taken.

1841	20 ships averaged 1412 bbls—	28200 bbls.
1842	29 ships averaged 1627 bbls—	47200 bbls.
1843	108 ships averaged 1349 bbls—	146800 bbls.
1844	170 ships averaged 1528 bbl —	259570 bbls.
1845	263 ships averaged 953 bbls—	250600 bbls.
1846	292 ships averaged 869 bbls—	253800 bbls.
1847	177 ship, averaged 1059 bbls—	187443 bbls.
1848	159 ships averaged 1164 bbls—	185256 bbls.
1849	155 ships averaged 1334 bbls—	206850 bbls.
1850	144 ships averaged 1692 bbls—	243648 bbls.

In 1851 the North Pacific fleet consisted of 146 ships, 8 of which were wrecked. Of the remaining 138 ships 103 have, arrived in at the Islands with an average catch of 611 bbls the season.

STATEMENT

Of the prices of Sperm and Whale Oil, and Whalebone on the first and fifteenth of each month of the year 1851, together with the Average price per year for ten years past.

	Spm. Oil. 1st.	Spm. Oil. 15th.	Wh. Oil. 1st.	Wh. Oil. 15th.	W. Bone. 1st.	W. Bone. 15th.
January	130	130	45¾	41½	36½	37
February	129½	131	41	42	33½	35
March	130	130	40¾	43	31¼	31¼
April	128	128	40½	41	28½	29½
May	128	128	42	42	29½	30¼
June	128	126½	42¼	42¼	30¼	30⅝
July	127	126	44	45	31	32
August	124½	124	44¼	45	33	33
September	125	125½	46	45¾	33¾	34½
October	127	125½	46½	46½	34½	35
November	125	125	50½	55	40	44½
December	125¼	127	57	57¾	46½	47

Average for '51,	127 1-4 c,	45 5-16c.	34 1-2 c.
Average for '50,	120 7-10	49 1-10	34 4-10
" " '49,	108 9-10c.	39 9-10c.	31 8-10c.
" " '48,	100 1-2	36	30 7-8
" " '47,	87 7-8	33 3-4	34
" " '46,	88	32 7-8	33 5-8
" " '45,	90 1-2	36 1-2	40
" " '44,	63	34 1-2	35 3-4
" " '43,	73	33 3-4	23
" " '42,	94	31 3-4	19 2-3
" " '41,	100	30 1-2	19

STATEMENT

Of the Stocks of Sperm and Whale oil on hand Jan. 1, 1852.

	Spm.	Wh	Bone.
New Bedford	7500	19500	
Fairhaven	1850	4500	
Mattapoisett	500		
Westport	3400		
Nantucket	4000	2200	
Edgartown		1300	
Other places (estimate)		9000	
	17250	33500	

Of the stock of Whalebone on hand Jan. 1, 1852, we have been unable to form any estimate.

The following table will show the amount of oil and whalebone on hand from 1851 to 1845, inclusive:—

Jan 1, 1851	3,610	14,062	242,000
" " 1850	3,760	13,000	440,000
" " 1849	10,147	20,936	994,600
" " 1848	5,696	29,126	921,500
" " 1847	14,613	7,775	112,800
" " 1846	40,701	5,221	211,000
" " 1845	32,992	12,950	unk

AVERAGE VOYAGES

Made by Sperm and Right Whalers from 1844 to 1851, inclusive, with the average time absent, and quantity of Oil brought home.

Arrivals.	Average absence.	Av. cargo.		Total.	
ARRIVALS IN 1844.					
69 sperm whalers	43m 0d	1419	293	97911	20217
112 2 season rt "	25m 9d	248	2059	27776	230608
7 1 season rt "	11m 14d	69	1176	483	8232
42 Atlantic sp "	12m 0d	248	38	10416	1596
Sent home fm outward bound, wrecked &c				3008	1394
				139594	262047
ARRIVALS IN 1845.					
91 sperm whalers	43m 21d	1291	387	117481	35217
101 2 season rt "	24m 0d	196	2180	19796	220180
8 1 season rt "	12m 4d	55	796	440	6368
43 Atlantic sp "	13m 7d	238	76	10234	3268
Sent home fm outward bound, wrecked &c				9966	7697
				157917	272730
ARRIVALS IN 1846.					
42 sperm whalers	41m 6d	1350	280	57400	11760
94 2 season rt "	30m 2d	225	2034	21150	191196
1 1 season rt "	12m 2d		2005		2005
48 Atlantic sp "	14m 7d	259	14	12432	672
Sent home fm outward bound, wrecked &c				4235	1860
				95217	207493
ARRIVALS IN 1847.					
52 sperm whalers	45m 12d	1505	219	78287	11416
150 right "	31m 7d	195	1978	29309	296711
1 Greenland "	7m 0d		940		940
34 Atlantic sp "	15m 9d	228¼	42	7770	1437
Sent home fm outward bound, wrecked &c				5387	2646
				120753	313150
ARRIVALS IN 1848.					
52 sperm whalers	41m 19d	1292	192	67178	9984
122 right "	33m 2d	222	2187	27081	266828
1 Greenland "	7m 19d		727		727
31 Atlantic sp "	16m 21d	303	18	9395	552
Sent home fm outward bound, wrecked &c				4322	2565
				107976	280656
ARRIVALS IN 1849.					
54 sperm whalers	41m 21d	1284	168	69524	9966
102 right "	32m 09d	209	2271	21355	231631
1 Greenland "	7m 14d		728		728
28 Atlantic sp "	6m 16d	216	25	6052	697
Sent home fm outward bound, wrecked &c				4013	6090
				100944	248202
ARRIVALS IN 1850.					
48 sperm whalers	41m 22d	1189	115	57099	5539
83 right "	33m 20d	189¼	2217	15727	183992
1 Greenland "	7m 16d		485		485
33 Atlantic sp "	9m 14d	235	14	8917	521
Sent home fm outward bound, wrecked &c				11149	10,071
				92892	200608
ARRIVALS IN 1851.				sp.	wh.
53 sperm whalers	44m 4d	1170	333	61995	17662
46 Atlantic sp "	10m 24d	201	9	9259	431
83 2 season rt "	35m 16d	130	2619	10901	217337
33 1 season rt "	20m 10d	111	2431	3677	80239
1 Greenland "	8m 20d		258		258
Sent home fm outward bound, wrecked &c				13759	12556
				99591	328483

WRECKS IN THE NORTH PACIFIC.

The following is a list of ships wrecked in the North Pacific in 1851, with the dates and places of loss as far as ascertained.

Armata of New London, wrecked on a reef off Cape North July 15—total loss; crew saved.

Henry Thompson, of New London, wrecked in the ice July 15, 50 miles N. N. E of Diomede Island—total loss, crew saved.

Arabella of New Bedford, lost in the ice July 14, 25 miles North of East Cape—total loss; crew saved.

America 2d, of New Bedford, lost in Anadir Sea July 13. While whaling, was found to be leaking, and shortly after filled and sunk. The leak is supposed to have been caused by previous contact with the ice, having been frequently been caught in it—total loss; crew saved.

New Bedford, of New Bedford, ran ashore on one of the Fox Islands in a gale on the night of the 17th May. Four of of the crew perished, Vessel a total loss. Of the cargo 200 bbls sperm oil were got out and left upon the Island.

Houqua of New Bedford, wrecked July 12, upon a reef of rocks about 2 miles E. of Cape Oliven, in the Ochotsk sea. Crew, and about 1200 bbls of oil saved.

Globe of New Bedford, lost on East Cape, Bhering's Straits Aug 12. Crew saved, with a small quantity of oil, also provisions. &c.

Acushnet of Fairhaven, wrecked in Bhering's Straits Aug 16. Crew and about 200 bbls sperm oil saved.

Mary Mitchell, of San Francisco, lost in the ice about the last of June, total loss.

Solomon Saltus, of Sydney, N. S. W. was wrecked in the Arctic Sea—no particulars.

Ajax of Havre, wrecked on St. Lawrence Island, date not given. Total loss.

Cosmopolite of Havre went on shore in the Anadir sea July 15, and became a total loss.—Crew and 700 bbls oil saved.

The American ships mentioned above were all vessels of the first class, fitted in the most substantial manner, and probably sailed at an aggregate cost of $270.000. The losses are attributed to the incorrectness of the charts of the Northern Seas, unknown currents, ice, and an unusual prevalence of severe gales and foggy weather through the summer of 1851 We are happy to learn, that our government, in consequence of these disasters, have in contemplation to send one or more national vessels into those seas, to explore and mark more correctly the position of the reefs and headlands upon which these vessels have been stranded and to render aid to such as require it.

RECAPITULATIVE TABLE

VESSELS EMPLOYED IN THE WHALE FISHERY JAN. 1, 1852.

	Ships & Barks.	Brigs.	Schs.	Tonnage.
New Bedford	278	3	1	94,642
Faihaven	49		1	16,490
Westport	14	5		3,725
Dar mouth	2	1		626
Mattapoisett	11	2		2,788
Wareham	1			374
District of New Bedford	355	11	2	118,645
Falmouth	3			1,106
Holmes Hole	4			1,410
Edgartown	8	1		2,877
Nantucket	52	1	3	18,472
Provincetown	2	6	22	3,359
Truro		1		143
Orleans		1	1	251
Boston	2	1		618
Lynn	2			720
Beverly	1	2		568
Salem	1			230
Sandwich		1	1	292
Warren	17			5,640
Providence	2			865
Fall River	2			555
Newport	5			1,883
Stonington	18			5,743
Mystic	9		1	3,009
New London	43		5	16,273
Sagharbor	17	1		5,856
Greenport	8	1		2,749
Cold Spring	6			2,499
New Suffolk	1			227
Total Jan. 1, 1852	558	27	35	193,990
Total Jan. 1, 1851	502	24	27	171,971
	56	3	8	22,019

Showing an addition of 56 ships and barks, 3 brigs, 8 schooners, and an increase in the aggregate tonnage, of 22,-019 tons,

The number of vessels and amount of tonnage employed in the whale fishery, since 1844, have been as follows:

	Ships & Barks	Brigs	Schs.	Tonnage.
Jan 1, 1850	510	20	13	171,484
" " 1849	581	21	12	196,110
" " 1848	621	22	16	210,663
" " 1847	670	31	21	230,218
" " 1846	678	35	22	233,189
" " 1845	643	35	17	218,655
" " 1844	595	41	9	200,147

1850

[From the Whalemen's Shipping List.]

REVIEW OF THE WHALE FISHERY FOR 1850.

In accordance with our annual custom we this day present to our readers a full and reliable review of the Whale Fishery for the last year, together with tables of Imports, Exports, Prices, Average voyages, Stocks &c. &c., as compared with several previous years. By a reference to these, it will be seen at a glance, that the past has been a year of great prosperity in the trade. The number of ships returning with full cargoes has been large, while prices have risen to an unprecedented height. Nevertheless the importation of oil in 1850 will be found to fall short of that of 1849 about 7000 bbls of sperm, and 48000 bbls of Whale; and the number of arrivals as compared with the same year, is less by six sperm and nineteen right whalers; yet the stock on hand of each description is about the same as on the 1st Jan. 1850. This discrepancy as regards Whale oil, is undoubtedly owing to a diminished consumption, arising from the very high figure at which Oil has been held; which has forced many substitutes into the market and seriously impaired exportations. Under these circumstances it is clear that a small fall in prices would argue anything but a depression in the market.

The number of vessels employed in the Fishery is about the same as that of last year. Of the fleet, 145 have cruised in the Russian and Arctic seas, during the last season, with great success; indeed the average quantity of oil taken, is larger than in any previous year.

We regret to say that accounts from the Sperm whalers in the Pacific are not at all encouraging. This arrises partly from the scarcity of whales seen, and partly and in no small degree from desertions and want of discipline among the crews, arising from the discovery of the gold regions and other attractions in California. The old cruising grounds are pretty well exhausted for the present, and very light catchings are to be expected. If we are to judge by present indications, importations of Sperm oil for the coming year, will hardly exceed 75000 bbls., while that of whale oil will not probably fall short of 275,000 bbls.

Such is the general state of the trade at this time. Perhaps no better evidence can be offered of the confidence which it inspires in business men than the fact that no less than fourteen first class vessels are in process of construction, or are under contract, all intended for the business from this district alone; while five or six will be added to the New London fleet.

Under these circumstances we feel that we may safely congratulate all parties engaged in this business upon the auspicious commencement of the New Year, while we tender a renewal of our determination to furnish them with full and accura te information upon all points of interest.

IMPORTATIONS

Of Sperm and Whale Oil and Whalebone into the United States in 1850.

Ports.	Ships and Barks.	Brigs Schrs.	Bbls. Spm. Oil.	Bbls. Wh'le Oil.	Lbs. Wh'le Bone.
New Bedford	64		39,298	91,627	1,081,500
Fairhaven	10		8,812	10,559	477,900
Dartmouth		1	266	7	
Westport	5	2	3,607	324	
Mattapoisett	3	1	2,689	81	
Sippican	1		43	1,453	9,300
Wareham	1		250	2,719	38,100
Dist. of N. Bedford	84	4	54,965	106,770	1,606,800
Holmes Hole	3		1,208	4,960	56,800
Edgartown	1		2,164	184	1,700
Nantucket	12	1	17,989	1,328	133,000
Yarmouth		1	68	13	
Provincetown	1	22	3,205	501	
Boston	7	1	3,845	786	3,700
Beverly		2	368		
Truro		1	140		
Warren	1		1,035		
Providence	2		112	3,368	23,600
Stonington	7		900	15,226	179,600
Mystic	2		251	1,588	3,000
New London	17		2,349	36,545	203,000
Sagharbor	11	1	718	26,438	193,100
Greenport	1		505	828	4,900
Cold Spring	1		776	763	
New York	1	3	2,054	1,310	460,000
Orlean		1	240		
Total in 1850	151	37	92,892	200,608	2,869,200

	Bbls. spm.	Bbls. wh.	Lbs. bone.
Imports for 1849,	100,944	248,492	2,281,100
" 1848,	107,976	280,656	2,003,000
" 1847,	120,753	313,150	3,341,680
" 1846,	95,217	207,493	2,276,939
" 1845,	157,917	272,730	3,167,142
" 1844,	139,594	262,047	2,532,445
" 1843,	166,985	206,727	2,000,000
" 1842,	165,637	161,041	1,600,000
" 1841,	159,304	207,348	2,000,000
Average for 10 years,	130,721	236,029	2,407,150

EXPORTS

Of Whale Oil from New Bedford in 1850.

To Hamburg,	49.617 gallons.
" Cowes and a market,	59.874 "

Exports of Sperm and Whale Oil from Boston in 1850.

Sperm Oil to England,	70.738 gallons.
Whale Oil "	26.974 "
Sperm Oil to Scotland,	1.600 "
Whalebone to Holland,	15.000 lbs.
" England	17.475 "

STATEMENT

Of the prices of Sperm and Whale Oil, and Whalebone on the first and fifteenth of each month of the year 1850, together with the Average price per year for ten years past.

	Spm. Oil.		Wh. Oil.		W. Bone.	
	1st.	15th.	1st.	15th.	1st.	15th
January	116½	119	46	47	35½	32
February	120	118½	44½	45¼	32	32
March	120	119	43½	45	31	30
April	118½	117½	43¼	44	31⅜	31
May	115¾	116¼	44	49¼	31	33½
June	120	120	52½	52¾	36¾	35½
July	119	118½	52¾	51½	36	35½
August	120	120	49½	52⅝	34	35
September	120	121	51¾	52½	34½	35
October	124	125	52½	52½	35½	37¼
November	126	127	51	51½	38¾	38¼
December	127	128	53	50	38½	36½

Average for '50,	120 7-10	49 1-10	34 4-10	
Average for '49,	108 9-10c.	39 9-10c.	31 8-10c.	
" " '48,	100 1-2	36	30 7-8	
" " '47,	87 7-8	33 3-4	34	
" " '46,	88	32 7-8	33 5-8	
" " '45,	90 1-2	36 1-2	40	
" " '44,	63	34 1-2	35 3-4	
" " '43,	73	33 3-4	23	
" " '42,	94	31 3-4	19 2-3	
" " '41,	100	30 1-2	19	

STATEMENT

Of Sperm Oil, Whale Oil and Whalebone on hand in the U. S. Jan, 1, 1851.

	bbls sperm.	bbls whale.	lb bone.
New Bedford District	2300	13,812	22,000
Nantucket	750	150	
Sagharbor		100	70,000
Provincetown	560		
New York			150,000
Jan 1, 1851	3,610	14,062	242,000
" " 1850	3,760	13,000	440,000
" " 1849	10,147	20,936	994,600
" " 1848	5,696	29,126	921,500
" " 1847	14,613	7,775	112,800
" " 1846	40,701	5,221	211,000
" " 1845	32,992	12,950	unk

STATEMENT

Of the quantity of Oils transported over the New Bedford and Taunton Railroad from Jan. 1 to Dec. 1, 1850;

	bbls sperm.	bbls wh.
January	1709	2714
February	1217	3107
March	912	2571
April	1338	3796
May	2230	6199
June	697	1757
July	823	959
August	1087	2894
September	810	3077
October	1149	3149
November	921	3753
Total	12,893	33,976

NORTH PACIFIC FISHERY.

Table showing the number of ships engaged in the North Pacific Fishery for the last ten years, and the average quantity of oil taken.

1840	3 ships averaged 587 bbls—	1760 bbls.
1841	20 ships averaged 1412 bbls—	28200 bbls.
1842	29 ships averaged 1627 bbls—	47200 bbls.
1843	108 ships averaged 1349 bbls—	146800 bbls.
1844	170 ships averaged 1528 bbl —	259570 bbls.
1845	263 ships averaged 953 bbls—	250600 bbls.
1846	292 ships averaged 869 bbls—	253800 bbls.
1847	177 ship, averaged 1059 bbls—	187443 bbls.
1848	159 ships averaged 1164 bbls—	185256 bbls.
1849	155 ships averaged 1334 bbls—	206850 bbls.

In 1850, the North Pacific fleet, consisted of 145 ships, (as nearly as can now be ascertained) 110 of which only have yet been heard from, having taken an average of 1748 bbls this season.

AVERAGE VOYAGES

Made by Sperm and Right Whalers from 1842 to 1850, inclusive, with the average time absent, and quantity of Oil brought home.

Arrivals.	Average absence.	Av. cargo. sp.	wh.	Total. sp.	wh.
ARRIVALS IN 1842.					
55 sperm whalers	41m 8d	1973	135	108515	7425
74 2 season rt "	24m 15d	422	1722	31228	127428
13 1 season rt "	10m 15d	122	1602	1586	20826
5 Atlantic sp "	13m 28d	280	12	18200	780
Sent home fm outward bound, wrecked &c				6108	4582
				165637	161041
ARRIVALS IN 1843.					
70 sperm whalers	41m 13d	1641	124	114870	8680
90 2 season rt "	25m 10d	311	1937	27990	174330
15 1 season rt "	11m 28d	92	1398	1380	20970
5 Atlantic sp "	14m 20d	285	25	15675	1375
Sent home fm outward bound, wrecked &c				7070	1372
				166985	206727
ARRIVALS IN 1844.					
69 sperm whalers	43m 0d	1419	293	97911	20217
112 2 season rt "	25m 9d	248	2059	27776	230608
7 1 season rt "	11m 14d	69	1176	483	8232
2 Atlantic sp "	12m 0d	248	38	10416	1596
Sent home fm outward bound, wrecked &c				3008	1394
				139594	262047
ARRIVALS IN 1845.					
91 sperm whalers	43m 21d	1291	387	117481	35217
101 2 season rt "	24m 0d	196	2180	19796	220180
8 1 season rt "	12m 4d	55	796	440	6368
3 Atlantic sp "	13m 7d	238	76	10234	3268
Sent home fm outward bound, wrecked &c				9966	7697
				157917	272730
ARRIVALS IN 1846.					
42 sperm whalers	41m 6d	1350	280	57400	11760
94 2 season rt "	30m 2d	225	2034	21150	191196
1 1 season rt "	12m 2d		2005		2005
8 Atlantic sp "	14m 7d	259	14	12432	672
Sent home fm outward bound, wrecked &c				4235	1860
				95217	207493
ARRIVALS IN 1847.					
42 sperm whalers	45m 12d	1505	219	78287	11416
150 right "	31m 7d	195	1978	29309	296711
1 Greenland "	7m 0d		940		940
4 Atlantic sp "	15m 9d	228¼	42	7770	1437
Sent home fm outward bound, wrecked &c				5387	2646
				120753	313150
ARRIVALS IN 1848.					
52 sperm whalers	41m 19d	1292	192	67178	9984
122 right "	33m 2d	222	2187	27081	266828
1 Greenland "	7m 19d		727		727
8 Atlantic sp "	16m 21d	303	18	9395	552
Sent home fm outward bound, wrecked &c				4322	2565
				107976	280656
ARRIVALS IN 1849.					
64 sperm whalers	41m 21d	1284	168	69524	9066
102 right "	32m 09d	209	2271	21355	231631
1 Greenland "	7m 14d		728		728
28 Atlantic sp "	6m 16d	216	25	6052	697
Sent home fm outward bound, wrecked &c				4013	6090
				100944	248202
ARRIVALS IN 1850.					
48 sperm whalers	41m 22d	1189	115	57099	5539
83 right "	33m 20d	189½	2217	15727	183992
1 Greenland "	7m 16d		485		485
33 Atlantic sp "	9m 14d	235	14	8917	521
Sent home fm outward bound, wrecked &c				11149	10,071
				92892	200608

VESSELS EMPLOYED IN THE WHALE FISHERY JAN. 1, 1851.

	Ships & Barks.	Brigs.	Schs.	Tonnage.
New Bedford	245	3	1	81,442
Fairhaven	45			14,430
Westport	11	5		2,963
Dartmouth		1		111
Mattapoisett	7	2		1,822
Wareham	1			374
District of New Bedford	309	11	1	101,142
Falmouth	3			1,106
Holmes Hole	3			949
Edgartown	5	1		1,860
Nantucket	53	1	1	18,697
Provincetown	2	6	19	3,095
Truro		1		143
Orleans			1	115
Boston	1			261
Lynn	2			720
Beverly		2		326
Warren	15			4,669
Providence	2			865
Fall River	2			646
Newport	4			1,543
Stonington	17			5,391
Mystic	9		1	3,009
New London	44		4	16,586
Sagharbor	14	1		4,758
Greenport	9	1		2,985
Cold Spring	7			2,878
New Suffolk	1			227
Total Jan. 1, 1851	502	24	27	171,971
Total Jan. 1, 1850	510	20	13	171,484
	8	4	14	487

Showing a diminution in the number of ships of 8; and an addition of 4 brigs and 14 schooners during the year. Also an increase in the aggregate tonnage of 487 tons.

7

Falmouth	3			1,106
Holmes Hole	3			949
Edgartown	6	2		2,408
Nantucket	66	2	1	23,477
Yarmouth		1		90
Provincetown	1	4	5	1,260
Plymouth	1			175
Lynn	2			720
Salem	1			398
Somerset	1			137
Fall River	5			1,615
Bristol	1			222
Warren	20			6,647
Providence	4			1,458
Newport	6			1,984
Stonington	21			6,414
Mystic	15		1	4,897
New London	48	1	4	17,880
Bridgeport	2			709
Sagharbor	41			14,658
Greenport	10			3,059
New Suffolk	1			227
Cold Spring	8			3,315
January 1, 1849	581	21	12	196,110
January 1, 1848	621	22	16	210,663
	40	1	4	14,553

Showing a diminution in the Whaling Fleet during 1848, of 40 Ships, 1 Brig, 4 Schrs.,—of 14,553 tons.

THE WHALE FISHERY. 1848

The *Merchants' Transcript*, of Tuesday, published in this city by Mr. Henry Lindsey, contains its annual statement of the results and comparative condition of the Whale Fishery in the U. S. during the past year. It shows a considerable diminution in the number of vessels employed in the Right Whale Fishery as compared with some of the preceding years, and a corresponding deficiency in the importations of Whale Oil and Bone. The quantity of Whale Oil falls short of the importation of the preceding year no less than 33,000 bbls; of Sperm, 13,000; and of Bone upwards of a million of pounds; while the prices of each have also ruled lower than the average of previous years. The number of vessels now employed in the *Sperm* Whale Fishery is stated to be as large as at any former period.

We are indebted to the Transcript for the following tables, etc.

1849

THE WHALE FISHERY.

We are indebted to the *Whalemen's Shipping List* of the present week for the following interesting statistics of the Whale Fishery during the past year, and as compared with previous years. It will be seen that out of 581 vessels employed in the Whaling fleet from all the ports in the U. S. Jan 1, 1849, seventy-two have been withdrawn, lost, or condemned during the year:—

THE WHALE FISHERY IN 1849.

IMPORTATIONS

Of Sperm and Whale Oil and Whalebone into the United States in 1849.

Ports.	Ships and Barks	Brigs Schrs.	Bbls Spm. Oil.	Bbls Whale Oil.	Lbs. Whale Bone.
New Bedford	63	1	46,338	72,961	797,300
Fairhaven	13		10,806	18,998	150,100
Mattapoisett	1	2	780	19	
Westport	3	1	2,518	100	500
Dartmouth		1	8	28	
Dist. of N Bedford.	80	5	60,450	92,106	947,900
Falmouth	1		2,060	115	
Edgartown	1		118	2,742	18,800
Nantucket	13		17,887	6,461	68,200
Provincetown	2	15	2,924	277	
Boston	3	1	1,360	3,445	202,300
Lynn	1		383	1,580	
Somerset	1		140		
Fall River	4		856	8,049	140,600
Providence	2		2,317	4,542	30 200
Warren	6		2,384	10,626	61,500
Newport	1		1,055		
Stonington	8		1,628	15,334	97,500
Mystic	5		1,509	6,747	51,100
New London	17	3	1,949	38,030	301,100
Bridgeport	1		354	2,702	27,300
Sagharbor	16		1,797	37,579	186,400
Greenport	4		587	7,487	78,400
Cold Spring	3		299	8,697	68,600
New Suffolk	1		242	314	1,200
New York	1	1	195	1,655	
Quincy		1		4	
Total, 1849	171	26	100,944	248,492	2,281,100

	Bbls Sp.	Bbls. Wh.	lb Bone.
Imports for 1848,	107,976	280,656	2,003,000
" " 1847,	120,753	313,150	3,341,680
" " 1846,	95,217	207,493	2,276,939
" " 1845,	157,917	272,730	3,167,142
" " 1844,	139,594	262,047	2,532,445
" " 1843,	166,985	206,727	2,000,000
" " 1842,	165,637	161,041	1,600,000
" " 1841,	159.304	207,348	2,000,000
" " 1840,	157,791	207,908	2,000·000
Average for 10 years	137,212	236,759	2,320,231

EXPORTS

Of Whale Oil from the port of New Bedford in the year 1849—

	Gals.	Bbls.
To Rotterdam, 3 vessels	143,900	
" Cowes &c, 2 "	89,875	
Total	233,775	7,421

FROM BOSTON

	Gals Sp.	Gals Wh.	lb Bone.
To England,	85645	34145	4500
" West Indies &c,	7477	50372	
" Holland,		7259	
" Gottenburg,	753		
" Gibraltar.		2000	
	93,875	93,776	4500

STATEMENT

Of the prices of Sperm and Whale Oil, and Whalebone on the first and fifteenth of each month of the year 1849, together with the average price per year for nine years past.

	Spm. Oil.		Wh. Oil.		W. Bone.	
	1st.	15th.	1st.	15th.	1st.	15th.
Jany	107½	110	34	40	26	30
Feb'y	110	109	38	39	32	31
March	108	106	36½	36¾	31	31
April	107	101	35½	34¾	31	31
May	102¾	102¼	34¼	34½	30	30
June	100	102	37	38	27½	27½
July	104	105	37	39	29	30
August	106	109	39	42	31	31¾
Sept	115	115	44½	47	35	35
Oct	115	115	45	44½	35	36
Nov	114	115	45	44½	36	36
Dec	116½	118	45½	47	36	36
Average for '49,	108 9-10c		39 9-10c		31 8-10c	
Average for '48,	100½ c		36c		30⅞c	
" " '47,	87⅞		33¾		34	
" " '46,	88		32⅞		33⅜	
" " '45,	90½		36⅓		40	
" " '44,	63		34½		35¾	
" " '43,	73		33¾		23	
" " '42,	94		31¾		19⅔	
" " '41,	100		30½		19	

AVERAGE VOYAGES

Made by Sperm and Right Whalers from 1842 to 1849, inclusive, with the average time absent, and quantity of Oil brought home.

ARRIVALS IN 1842.

Arrivals	Average absence.	Av cargo. sp.	wh.	Total. sp.	wh.
55 sperm whalers	41m 8d	1973	135	108515	7425
74 2 season rt "	24m15d	422	1722	31228	127428
13 1 season rt "	10m15d	122	1602	1586	20826
65 Atlantic sp "	13m28d	280	12	18200	780
Sent home fm outward bound, wrecked &c				6108	4582
				165637	161041

ARRIVALS IN 1843.

70 sperm whalers	41m13d	1641	124	114870	8680
90 2 season rt "	25m10d	311	1937	27990	174330
15 1 season rt "	11m28d	92	1398	1380	20970
55 Atlantic sp "	14m20d	285	25	15675	1375
Sent home fm outward bound, wrecked &c				7070	1372
				166985	206727

ARRIVALS IN 1844

69 sperm whalers	43m 0d	1419	293	97911	20217
112 2 season rt "	25m 9d	248	2059	27776	230608
7 1 season rt "	11m14d	69	1176	483	8232
42 Atlantic sp "	12m 0d	248	38	10416	1596
Sent home from outward bound, lost &c				3008	1394
				139594	262047

ARRIVALS IN 1845.

91 sperm whalers	43m21d	1291	387	117481	35217
101 2 season rt "	24m 0d	196	2180	19796	220180
8 1 season rt "	12m 4d	55	796	440	6368
43 Atlantic sp "	13m 7d	238	76	10234	3268
Sent home fm outward bound, lost &c				9966	7697
				157917	272730

ARRIVALS IN 1846.

42 sperm whalers	41m 6d	1350	280	57400	11760
94 2 season rt "	30m 2d	225	2034	21150	191196
1 1 season rt "	12m 2d		2005		2005
48 Atlantic sp "	14m 7d	259	14	12432	672
Sent home from outward bound, lost &c				4235	1860
				95217	207493

ARRIVALS IN 1847.

52 sperm whalers	45m12d	1505	219	78287	11416
150 right "	31m 7d	195	1978	29309	296711
1 Greenland "	7m 0d		940		940
34 Atlantic sp "	15m 9d	228½	42	7770	1437
Sent home from outward bound, wrecked &c				5387	2646
				120753	313150

ARRIVALS IN 1848.

52 sperm whalers	41m19d	1292	192	67178	9984
122 right "	33m 2d	222	2187	27081	266828
1 Greenland "	7m19d		727		727
31 Atlantic sp "	16m21d	303	18	9395	553
Sent home from outward bound, lost &c				4322	2565
				107976	280656

ARRIVALS IN 1849.

54 sperm whalers	41m21d	1284	168	69524	9066
102 right "	32m09d	209	2271	21355	231631
1 Greenland "	7m14d		728		728
28 Atlantic sp "	6m16d	216	25	6052	697
Sent home fm outward bound, lost &c				4013	6090
				100944	248202

NORTH WEST COAST FISHERY.

1839	2	ships averaged	1400 bbls—	2800 bbls.
1840	3	" "	587 bbls—	1760 bbls.
1841	20	" "	1412 bbls—	28200 bbls.
1842	29	" "	1627 bbls—	47200 bbls.
1843	108	" "	1349 bbls—	146800 bbls.
1844	170	" "	1528 bbls—	259570 bbls.
1845	263	" "	953 bbls—	250600 bbls.
1846	292	" "	869 bbls—	253800 bbls.
1847	177	" "	1059 bbls—	187443 bbls.
1848	159	" "	1164 bbls—	185256 bbls.

In 1849, 150 Ships are estimated to have cruised upon the N W Coast, 50 of which only have yet been heard from, with an average catch of 1529 bbls.

STATEMENT

Of Sperm and Whale Oil and Whalebone on hand in the U. S. on the first day of January, for 6 years past:—

	Bbls Sp.	Bbls Wh.	lb Bone.
Jan 1, 1850	3,760	13000	440,000
" " 1849	10,147	20,936	994,600
" " 1848	5,696	29,126	921,500
" " 1847	14,614	7,775	112,800
" " 1846	40,701	5,221	211,000
" " 1845	32,992	12,950	

RECAPITULATIVE TABLE

OF VESSELS IN THE WHALE FISHERY JAN. 1, 1850.

	Ships & Barks.	Brigs.	Schs.	Tonnage
New Bedford	236	1	1	77,138
Fairhaven	46			14,735
Westport	11	4		2,817
Dartmouth		1		111
Mattapoisett	6	3		1,760
Sippican	1			256
Wareham	1			374
District of New Bedford	301	9	1	97,191
Falmouth	3			1,106
Holmes Hole	3			949
Edgartown	5	1		1.860
Nantucket	58	3	1	20,831
Provincetown	1	4	5	1,260
Lynn	2			720
Yarmouth		1		90
Quincy			1	100
Beverly,		1		162
Somerset	1			137
Fall River	2			646
Warren	15			4,939
Providence	3			842
Newport	4			1,382
Stonington	19			5,877
Mystic	10		1	3,384
New London	42	1	4	15,909
Sagharbor	23			7,935
Greenport	10			3,059
New Suffolk	1			227
Cold Spring	7			2,878
	510	20	13	171,484
January 1, 1849	581	21	12	196,110
January 1, 1850	510	20	13	171,484
	71	1		24,626

Showing a diminution in the Whaling Fleet, during 1849, of 71 ships and 1 brig, and the addition of 1 schr. and the diminution of 24,626 tons.

1846

THE WHALE FISHERY.—We learn from the annual statement of the condition of the U. S. Whale Fishery, contained in the last issued number of the *Whalemen's Shipping List*, that the whole number of vessels now employed in the Fishery from all the ports in the United States includes 680 Ships and Barques, 34 Brigs, 22 Schooners and 1 Sloop; making an aggregate of 233,262 tons;—showing an increase of 15,607 tons during the past year, and an increase of 33,115 tons since Jan 1, 1844.

The imports from this branch of commerce during the past year have been :—157,917 bbls. of Sperm Oil; 272,730 bbls Whale Oil; and 3,167,142 lbs of Whalebone.

We subjoin the following interesting statistics :—

AVERAGE VOYAGES.

Table of Voyages made by Sperm and right whalers in the years '42 to '45 inclusive, with average time absent and quantity of oils brought home.

		sp	wh.
In 1842, 55 Sperm Whalers arrived, average absence 41 mos. 8 days, with average cargoes of		1973	135
In 1842, 74 two season right whalers arrived, average time absent 24½ mos, with average cargoes of		422	1722
In 1842, 13 one season right whalers arrived, average time absent 10½ mos, average cargoes of		122	1602
In 1842, 65 Atlantic sperm whalers arrived, average time absent 13 ms 28 ds, average cargoes of		280	12
Arrivals in 1843.			
70 sperm whalers, av. absence 41m 13d.	av. carg.	1641	124
90 2 season rt whalers	" 25m 10d. "	311	1937
15 1 season rt whalers	" 11m 28d. "	92	1398
55 Atlantic sp whalers	" 14m 20d. "	285	25
Arrivals in 1844.			
69 sperm whalers, av. absence 43m 00d.	av. carg.	1419	293
112 2 seas. rt. whalers	" 25m 09d. "	248	2059
7 1 season rt. whalers	" 11m 14d. "	69	1176
42 Atlantic sp. whalers	" 12m 00d. "	248	38
Arrivals in 1845			
91 sperm whalers, av. absence 43m 21d.	av. carg.	1291	387
101 2 seas. rt. whalers	" 24m 00d. "	196	2187
8 1 season rt. whalers	" 12m 04d. "	46	844
43 Atlantic sp whalers	" 13m 07d. "	238	76

STATEMENT

Of the prices of Sperm and Whale Oil and Whale Bone on the 1st and 15th of each month of the year 1845, together with the average price for the year, and the average price per year for six years.

	Sperm.		Whale		Bone.	
1845.	1st.	15th.	1st.	15th.	1st.	15th.
January	80	78	32	33	39	39
Feb,	85	85	32	33	no sales.	
March	85	84	32	32	29	30
April	88	90	32	34	34	36
May	90	90	31½	32½	34½	34½
June	90	90	32½	33¼	34½	34½
July	90	90	35	34½	no sales.	
Aug	90	90	33½	34½	no sales.	
Sept	90	89	34	35	34	35
Oct	88	89	33	34	34	35
Nov	87	85	33	32	32	30
Dec	84	87	31	31	30	30
Average, '45	87¼	87⅛	32½	33¼	33½	33¾
Average for 1844	90½		36½		40	
" " 1843	63		34½		35¾	
" " 1842	73		33¾		23	
" " 1841	94		31¾		19⅔	
" " 1840	100		30½		19	

1847

THE WHALE FISHERY.—The Whalemen's Shipping List of to-day contains the annual statement of the Importations of Oil and Whalebone and general statistics of the Whale Fishery for the past year.—The importation of Sperm Oil, in 212 ships and 27 brigs, &c. has amounted to 120,753 bbls. Sperm, 313,150 bbls Whale Oil, and 3,341,680 lbs of Whalebone. The price of Sperm Oil has ranged from 93 to 107 cents per gall.; Whale Oil from 34 to 40 cents; and Whalebone from 26 to 35 cents per lb. The whole tonnage employed in the Whale Fishery Jan. 1, 1848, was 210,541 tons; showing a diminution of 19,677 tons the past year. The details as furnished in the Whalemen's List will be of general interest to all who are engaged in the Fishery.

1848

IMPORTATIONS

Of Sperm and Whale Oil and Whalebone into the United States in 1848.

Ports.	Ships and Barks	Brigs Schrs.	Bbls Spm. Oil.	Bbls Whale Oil.	Lbs. Whale Bone.
New Bedford	75	...	48,827	115,436	621,900
Fairhaven	10	...	4,096	13,102	61,200
Mattapoisett	5	1	2,625	2,639	2,800
Sippican	1	...	450	...	
Wareham	1	...	624	10	
Westport	5	2	1,588	93	
Dist. of N Bedford	97	3	58,210	131,280	685,900
Falmouth	2	...	2670	2,226	8,200
Edgartown	3	1	1,798	4,107	28,400
Nantucket	16	...	22,362	7,479	27,500
Yarmouth	...	1	30	...	
Provincetown	1	11	3,149	37	
Plymouth	1	...	550	...	
*Boston	3	3	2,300	1,747	
Lynn	1	...	171	1,643	
Salem	1	...	588	1,413	8,100
Portsmouth	1	...	566	...	
Somerset	1	...	310	...	
Fall River	1	...	150	2,000	20,000
Bristol	1	...	700	100	
Warren	7	...	3,571	10,058	54,300
Newport	1	...	1,006	...	
Stonington	7	...	1,755	11,654	50,500
Mystic	5	...	677	11,484	72,000
New London	20	2	3,606	54,115	408,000
Sagharbor	14	...	2,271	27,700	146,500
Greenport	5	...	636	8,731	74,000
Cold Spring	3	...	351	4,220	8,300
New Suffolk	1	...	249	162	1,300
*New York	1	2	300	500	410,000
Total, 1848	193	23	107,976	280,656	2,005,000

*Merchant vessels.

	Bbls Sp.	Bbls. Wh.	lb Bone
Imports for 1848,	107,976	280,656	2,003,000
" " 1847,	120,753	313,150	3,341,680
" " 1846,	95,217	207,493	2,276,939
" " 1845,	157,917	272,730	3,167,142
" " 1844,	139,594	262,047	2,532,445
" " 1843,	166,985	206,727	2,000,000
" " 1842,	165,637	161,041	1,600,000
" " 1841,	159,304	207,348	2,000,000
" " 1840,	157,791	207,908	2,000,000
Average for 9 years	141,242	235,456	2,324,578

Of the arrivals the past year, 52 were Pacific and Indian Ocean Sperm Whalers, and 122 were Right Whalers. Of the Sperm Whalers, 1 sailed 1843; 28 in 1844; 20 in 1845; and 3 in 1846, the average length of their voyages being 41½ months, and the average quantity of Sperm Oil taken 1292 bbls. Of the Right Whalers 20 sailed in 1844; 86 in '45; and 16 in '46; the average length of voyages being 32 months, and the average quantity of Whale Oil taken 2187 bbls. Besides these, 30 Atlantic Sperm Whalers arrived, whose average length of voyages was 16½ months, and bringing an average of 300 bbls sperm oil.

The number of Sperm Whalers now at sea, exclusive of Atlantic Whalers, is 246. Of these, 1 sailed in 1843; 6 in '44; 48 in '45; 50 in '46; 70 in '47; and 71 in '48. Assuming that all of these which sailed in '43 and '44, will arrive the present year, and also an average number of those which sailed in '45 and '46, compared with the arrivals in '48, of ships which sailed in '44 and '45, and bringing cargoes equal to the average of last year, and we have an importation of 77,520 bbls Sperm Oil. Add to which an equal average amount to be brought in by Right Whalers, by the Atlantic Fleet, and to be sent home from outward bound, wrecked and condemned whalers, we have a total of 109,154 bbls. Sperm Oil, as the Importation of the present year.

The number of Right Whalers now at sea is 285. Of these 5 sailed in '44; 35 in '45, 69 in '46; 92 in '47, and 84 in '48. In like manner, assuming that all the Right Whalers which sailed in '44 and '45 will arrive the present year, with an average number of the ships which sailed in '46 and '47, compared with the arrivals last year of ships which sailed in '45 and 46, and bringing cargoes equal to the average of last year, and we have an importation of 209,952 bbls. of Whale Oil. Add to which an average equal to that of last year to be brought in in Sperm Whalers, and an equal quantity to be sent home from wrecked, condemned, &c., will give a total of 224,037 bbls. of Whale Oil as the Importation for 1849. We give therefore as our estimate of Importations for the present year, in round numbers,—109,000 bbls of Sperm Oil; and 224,000 bbls. of Whale Oil; remarking that the importation of Whale Oil will be more likely to fall short of this estimate than to exceed it, as the average of the last year, upon which it is founded, is greater than for several years, as will be seen by our table below.

In regard to Whalebone, it is difficult to form an estimate of the amount of Importation for the present year. The proportion usually taken is about 900 lb to 100 bbls. of Whale Oil, which would give an importation of about 2,000,000 lb; but as a majority of the ships which will arrive in 1849, have already sent home their first and second years' catchings, the importation will fall far short of this amount, and unless an inducement is furnished for the shipping home of Bone from foreign ports, by an increased consumption and consequently higher prices, the amount of imports of this article will not probably exceed 1,400,000 lb.

EXPORTS

OF WHALE OIL FROM NEW BEDFORD IN 1848.

		Gals.	Bbls.
To Bremen,	3 vessels,	257,945	8,188
" Stettin,	1 "	38,620	1,226
" Amsterdam,	1 "	31,650	1,005
" Antwerp,	1 "	124,755	3,960
" Rotterdam,	1 "	85,475	2,711
Total,		538,446	17,093
Exports in 1847,			10,144
" " 1846,			31,894
" " 1845,			25,954
" " 1844,			30,094
" " 1843,			12 291
" " 1842,			26,005
" " 1841,			32 278

STATEMENT

Of Sperm and Whale Oil and Whale Bone on hand January 1, 1849.

	Sp. Oil.	Wh Oil	Bone.
New Bedford	4.227	3,136	507,600
Fairhaven	870		57,000
Westport	950		
Mattapoisett		100	1,000
Nantucket	1,400		
Newport	200		
Bristol	700	100	
New York	600	500	225,000
New London		4,500	60,000
Mystic		500	9,000
Sagharbor	360	1,500	60,000
Warren	840	10,600	75,000
Total, Jan 1, 1849	10,147	20,936	994.600
" " 1848*	5,696	26,501	543,500
" " 1847	14,614	7,775	112,800
" " 1846	40,701	5,221	211,000
" " 1845	32,992	12,950	unk'n

*The quantity of Oil and Bone on hand at New York and Greenport, and Bone at Sagharbor, not ascertained Jan. 1, 1848.

STATEMENT

Of the prices of Sperm and Whale Oil, and Whalebone on the first and fifteenth of each month of the year 1848, together with the average price per year for eight years past.

	Spm. Oil.		Wh. Oil.		W. Bone.	
	1st.	15th.	1st.	15th.	1st.	15th.
Jany	105	105	36	36	26½	26½
Feb'y	105	105 106	34 36	31½ 35	26½ 27	26 26½
March	108	108	35 36	34½ 36½	26½	26½
April	105	100 100½	32 35	31 34½	26½	26½
May	100	100	32 34	29 34	25	25
June	95	88½ 90	32	29 32½	25	23
July	90@ 92	93 95	30 32½	32 34½	23	23
August	93	93 95	32 34	32½	23¼	23
Sept	95	96 97½	34 35	34 35	24	26
Oct	100	100 101	33 35	34½ 35	26	27
Nov	103	105	35	35 36	26	26
Dec	105	103 107	33 36	32 36	26	26
Average for '48,	100⅓c		33c		25 4-10c	
Average for '47,	100½c		36c		30⅞c	
" " '46,	87⅞		33¾		34	
" " '45.	88		32⅞		33⅝	
" " '44,	90½		36½		40	
" " '43,	63		34½		35¾	
" " '42,	73		33¾		23	
" " '41,	94		31¾		19⅔	
" " '40,	100		30½		19	

NORTH WEST COAST FISHERY.

1839	2 ships	averaged	1400 bbls—	2800 bbls.
1840	3 "	"	587 bbls—	1760 bbls.
1841	20 "	"	1412 bbls—	28200 bbls.
1842	29 "	"	1627 bbls—	47200 bbls.
1843	108 "	"	1349 bbls—	146800 bbls.
1844	170 "	"	1528 bbls—	259570 bbls.
1845	263 "	"	953 bbls—	250600 bbls.
1846	292 "	"	869 bbls—	253800 bbls.
1847	177 "	"	1059 bbls—	187,443 bbls.

In 1848, 145 Ships are estimated to have cruised upon the North West Coast. Six of this fleet only have yet been heard from, the average catchings of which is 706 bbls.

AVERAGE VOYAGES

Mad by Sperm and Right Whalers from 1842 to 1848, inclusive, with the average time absent, and quantity of Oil brought home.

Arrivals	Average absence.	Av cargo. sp.	wh.	Total. sp.	wh.
ARRIVALS IN 1842.					
55 sperm whalers	41m 8d	1973	135	108515	7425
74 2 season rt "	24m15d	422	1722	31228	127428
13 1 season rt "	10m15d	122	1602	1586	20826
65 Atlantic sp "	13m28d	280	12	18200	780
Sent home fm outward bound, wrecked &c				6168	4582
				165637	161041
ARRIVALS IN 1843.					
70 sperm whalers	41m13d	1641	124	114870	8680
90 2 season rt "	25m10d	311	1937	27990	174330
15 1 season rt "	11m28d	92	1398	1380	20970
55 Atlantic sp "	14m20d	285	25	15675	1375
Sent home fm outward bound, wrecked &c				7070	1372
				166985	206727
ARRIVALS IN 1844					
69 sperm whalers	43m 0d	1419	293	97911	20217
112 2 season rt "	25m 9d	248	2059	27776	230608
7 1 season rt "	11m14d	69	1176	483	8232
42 Atlantic sp "	12m 0d	248	38	10416	1596
Sent home from outward bound, lost &c				3008	1394
				139594	262047
ARRIVALS IN 1845.					
91 sperm whalers	43m21d	1291	387	117481	35217
101 2 season rt "	24m 0d	196	2180	19796	22 180
8 1 season rt "	12m 4d	55	796	440	6368
43 Atlantic sp "	13m 7d	238	76	10234	3268
Sent home fm outward bound, lost &c				9966	7697
				157917	272730
ARRIVAL IN 1846.					
42 sperm whalers	41m 6d	1350	280	57470	11760
94 2 season rt "	30m 2d	225	2034	21150	191196
1 1 season rt "	12m 2d		2005		2005
48 Atlantic sp "	14m 7d	259	14	12432	672
Sent home from outward bound, lost &c				4235	1860
				95217	207493
ARRIVALS IN 1847.					
52 sperm whalers	45m12d	1505	219	78287	11416
150 right "	31m 7d	195	1978	29309	296711
1 Greenland "	7m 0d		940		940
31 Atlantic sp "	15m 9d	228½	42	7770	1437
Sent home from outward bound, wrecked &c				5387	2646
				120753	313150
ARRIVALS IN 1848.					
52 sperm whalers	41m19d	1292	192	67178	9984
122 right "	33m 2d	222	2187	27081	266828
1 Greenland "	7m19d		727		727
31 Atlantic sp "	16m21d	303	18	9395	554
Sent home from outward bound, lost &c				4322	2565
				107976	280656

RECAPITULATIVE TABLE

OF VESSELS IN THE WHALE FISHERY, JAN 1, 1849.

	Ships & Barks.	Brigs.	Schs.	Tonnage
New Bedford	247	2	1	81,075
Fairhaven	49			15,805
Dartmouth		1		111
Westport	11	4		2,804
Mattapoisett	6	4		1,880
Sippican	1			256
Wareham	1			374
District of New Bedford	315	11	1	102.305

Salem, barks Eliza, condemned; Palestine, withdrawn; ship Mt Wollaston, do, 736 tons.

Bristol, bark Moro Castle, condemned; brig Essex, do, 4.0 tons.

Nantucket, ship Lima, condemned, 286 tons.

Plymouth, schrs *Mercury*, lost; Vesper, withdrawn, 109 tons.

Warren, ship North America, lost, 288 tons.

Bath, bark Massasoit, withdrawn.

Sagharbor, bark Xenophon, condemned; brig Wickford, withdrawn, 499 tons.

New London, ship Ann Maria. Avis, lost, 667 tons.

Greenport, brig *Seraph*, condemned, 174 tons.

Brickspo't, schr Warwick, withdrawn.

[Some of the above ships were lost in 1842, but the news of their loss did not reach here until 1843.]

The number of whalers now at sea which sailed during 1843, is 246, viz:—

From New Bedford, 77; Fairhaven, 15; Tisbury, 1; Nantucket, 16; Edgartown, 3; Westport, 5; *Sippican*, 2; Mattapoisett, 3; Wareham, 2; Provincetown, 9; Plymouth, 3; Boston, 1; Fall River, 4; Providence, 2; Bristol, 2; New *Suffolk*, 1; Warren, 9; *Somerset*, 2; Newport, 3; *Salem*, 1; New London, 27; Stonington, 11; *Mystic*, 4; Bridgeport, 1; Cold *Spring*, 4; *Sagharbor*, 3); Greenport, 6; New York, 2. Of these 63 sailed for the NW Coast, and others which sailed for other seas will no doubt alter their destination for that cruising ground.

1846

THE WHALE FISHERY.

[From the Whalemens' Shipping List.]

IMPORTS

Of Sperm and Whale Oils, and Whalebone into the United States for 1846, made up from the gauger's report of the different cargoes, except 367 bbls Sperm and 20 Whale Oil, which is put down as reported, and actual weight of Whalebone, except import per brigs "Bull" and "Chenamus" and bark Alioth.

Ports.	Ships and Barks	Brigs schs &c.	Bbls. Sperm.	Bbls. White Oil.	Lbs. whalebone.
New Bedford	59	3	38,330	80,812	456,900
Do in Merchantmen	1	1	300	215	256,025
Fairhaven	12	0	12,049	15,475	101,449
Mattapoisett	4	3	1,809	1,517	24,000
Sippican	1	1	374	1,515	6,600
Wareham	0	1	672	.....	....
Westport	5	2	2,918	71	....
Dist. of New Bedford	82	11	56,512	99,605	844,974
Holmes Hole	1	0	1,062	1,020	9,400
Edgartown	1	1	731	2,010	19,000
Nantucket	10	2	15,151	1,731	14,000
Do. in Merchantmen	1	0	1,828	.....	....
Provincetown	1	17	4,672	282	.....
Plymouth	2	1	2,455	8	.....
Boston	1	1	533	60	.....
Do. in Merchantmen	1	3	2,040	.....	40,000
Fall River	2	0	369	4,070	24,266
Somerset	1	0	109	18	.....
Bristol	2	1	977	3,601	14,600
Warren	6	0	2,324	6,633	20,200
Providence	2	0	140	5,096	34,000
Newport	3	1	1,584	230	1,200
Stonington	5	0	1,055	9,169	71,900
Mystic	2	0	78	4,130	40,400
New London	13	3	1,307	27,441	183,450
Bridgeport	1	0	130	2,500	7,500
Sagharbor	14	0	1,076	29,295	138,832
Do bro't on freight			154		66,186
Greenport	2	0	120	3,106	30,574
Cold Spring	3	0	366	7,125	36.457
N York in Merch'tmen	3	0	448	363	680,000
	159	41	95,221	207,493	2,276,939

Oil and Bone shipped home from outward bound and wrecked and condemned whalers, and brought home by whalers that had not completed their voyages, returned in consequence of some disaster, 4953 bbls. Sperm, and 1705 bbls. Whale Oil, and 976,000 lb Whalebone.

Imports of Sperm and Whale Oil from Jany, 1, 1838 to Jan'y 1, 1844, and Oil and Bone from Jany, 1 1844 to Jan 1, 1847:

	Sperm.	Whale.	Bone.
1838	132,356	226,552	
1839	142,336	229,783	
1840	157,791	207,908	
1841	159,304	207,348	
1842	165,637	161,041	
1843	166,985	206,727	
1844	139,594	262,047	2,532,445
1845	157,917	272,730	3,167,142
1846	95,217	207,493	2,276,939

AVERAGE VOYAGES.

Table of Voyages made by Sperm and Right Whalers in the years '42 to '46 inclusive, with average time absent and quantity of oils brought home.

			sp.	wh.
In 1842, 55 Sperm Whalers arrived, average absence 41 mos. 8 days, with average cargoes of			1973	135
In 1842, 74 two season right whalers arrived, average time absent 24½ mos. with average cargoes of			422	1722
In 1842, 13 one season right whalers arrived, average time absent 10½ mos. average cargoes of			122	1602
In 1842, 65 Atlantic sperm whalers arrived, average time absent 13 ms 28 ds, average cargoes of			280	12
ARRIVALS IN 1843.				
70 sperm whalers, av. absence	41 m 13 d.	av. carg.	1641	124
90 2 season rt whalers	" 25 m 10 d.	"	311	1937
15 1 season rt whalers	" 11 m 28d.	"	92	1398
55 Atlantic sp whalers	" 14 m 20d.	"	285	25
ARRIVALS IN 1844.				
69 sperm whalers, av. absence	43 m 00 d.	av. carg.	1419	293
112 2 seas rt whalers	" 25 m 09 d.	"	248	2059
7 1 season rt whalers	" 11 m 14 d.	"	t9	1176
42 Atlantic sp whalers	" 12 m 00 d.	"	248	38
ARRIVALS IN 1845.				
91 sperm whalers, av. absence	43 m 21 d.	av. carg.	1291	387
101 2 seas. rt whalers	" 24 m 00 d.	"	196	2180
8 1 season rt whalers	" 12 m 04 d.	"	55	796
43 Atlantic sp whalers	" 13 m 07 d.	"	238	76
ARRIVALS IN 1846.				
42 sperm whalers, av. absence	41 m 06 d.	av. carg.	1350	280
94 2 season rt whalers	" 30 m 02 d.	"	225	2034
1 1 season "	" 12 m 02 d.	"		2005
48 Atlantic sp whalers	" 14 m 07 d.	"	259	14

STATEMENT.

Of the Prices of Sperm and Whale Oil and Whale Bone on the 1st and 15th of each month of the year 1846, together with the average price for the year, and the average price per year for seven years.

	Sperm.		Whale.		Bone.	
1846.	1st.	15th	1st.	15th.	1st.	15th.
Jan'y	89	91	31	36	no sales.	
Feb'y	93	92 a 93	36	36	33	"
March	91 a 93	90	35	33 a 36	34	35
April	90	90	33½36	34 a 36	no sales.	
May	89½	88	34 a 36	34 a 34½	35½	34½
June	87½	85	31½33	32½	34	34
July	80	80	30	32	no sales.	
Aug:	80	80	30a30¼	29 a 32	34	
Sept	80 a 81	80 a 81	29½31	31½ 33	32 a 33	32
Oct	85 a 86	85 a 86	32 a 34	32½	33 a 34	33
Nov	86	95	33 a 34	34 a 36	33	33
Dec	99	100	38a38½	40	35	30
Average	—	—	—		—	
1846	87⅞		33¾		34	
Average for 1845		88		32⅞		33⅛
" " 1844		90½		36½		40
" " 1843		63		34½		35¼
" " 1842		73		33¾		23
" " 1841		94		31¼		19⅔
" " 1840		100		30½		19

STATEMENT

Of Sperm and Whale Oil and Whale Bone on hand Jan'y 1, 1847:

	Sperm.	Whale.	Bone.
New Bedford	2,459	4,300	117,800
Fairhaven	1,335	600	5,000
Westport	1,400	.....	
Mattapoisett	54	.....	
Nantucket	7,500	700	
Warren	1,675	2,050	
Newport	191	.....	
Sagharbor	.....	125	
New York	.....	.....	
Total	14,614	7,775	122,800

Of the stock of Sperm Oil at Nantucket, a large part in manufacturers hands, and will not probably come into market in a crude state. There are three small lots of oil, principally Whale, from Sagharbor, and also a quantity of Whalebone in hands of commission houses in New York.—The exact quantity we are unable to ascertain.

COMPARATIVE STATEMENT

Of tonnage of vessels employed in the Whale Fishery Jan'y 1, 1846 and Jan'y 1, 1847, with list of vessels added to and withdrawn and lost from the several ports since Jan'y 1, 1846:

NEW BEDFORD.

Jan'y 1, 1846, 250 ships, 3 brigs, 1 sch.—Tonnage, ... 82,633
VESSELS ADDED.—Ships Congaree, Triton, Mary & Martha, Baltic, Mt. Wollaston, barks Montezuma, Le Baron ..... Tons 2052
VESSELS WITHDRAWN, SOLD AND LOST.—Ship S. Robertson, barks Wolga, Frances, Drymo, Tu-ca-loosa, Cora, brig Saran Louisa ..... Tons 1984 68

Jan'y 1, 1847, 251 ships, 2 brigs, 1 sch., tonnage 82,701

FAIRHAVEN.

Jan'y 1, 1846—48 ships, tonnage 15,391
ADDED.—Ships Atkins Adams, S. Robertson, bark Wolga, ... 1036
SOLD AND LOST.—Ships Baltic, Mt Wollaston, Eagle 1017 19

Jan'y 1, 1847.—48 ships, tonnage 15,410

DARTMOUTH.

Jan'y 1, 1846.—1 ship, tonnage 387
Add brig Gov. Hopkins 111

Jan'y 1, 1847.—1 ship, 1 brig, tonnage 498

WESTPORT.

Jan'y 1, 1846.—8 ships, 3 brigs, tonnage 2066
ADDED.—Bark Janet, brig Mattapoisett 344

Jan'y 1, 1847.—9 ships, 4 brigs, tonnage 2410

MATTAPOISETT.

Jan'y 1, 1846.—5 ships, 3 brigs, tonnage 1864
ADDED.—Ship Sarah, bark Dumbarton, brig America, ... Tons 717
SOLD AND WITHDRAWN.—Brigs Mattapoisett, Edward 284 433

Jan'y 1, 1847.—7 ships, 4 brigs, tonnage 2297

SIPPICAN.

Jan'y 1, 1846.—3 ships, 2 brigs; same Jan'y 1,1847, tonnage 910

WAREHAM.

January 1, 1846.—4 ships, 2 brigs, tonnage 1366
SOLD.—Bark Montezuma, brig America 343

Jan'y 1, 1847.—3 ships, 1 brig, tonnage 1023

FALMOUTH.

Jan'y 1, 1846.—4 ships; same Jan'y 1, '47, tonnage 1470

HOLMES HOLE.

Jan'y 1, 1846.—3 ships, 1 brig; same Jan'y 1, 1847, tonnage 1287

EDGARTOWN.

Jan'y 1, 1846.—8 ships, 2 brigs, tonnage 2017
WITHDRAWN.—Bark Milton, ... 175

Jan'y 1, 1847.—7 ships, 2 brigs; tonnage 2842

NANTUCKET.

Jan'y 1, 1846.—73 ships, 1 brig, ... 25564
ADDED.—Ship Alabama, schs. Sophia, and Two Brothers 580
LOST.—Ships Clarkson, and Cyrus, ... 708 128

Jan'y 1, 1847.—72 ships, 1 brig, 2 schs; tonnage. 25433

BARNSTABLE.

Jan'y 1, 1847.—1 brig, ... 90

PROVINCETOWN.

Jan'y 1, 1846.—3 barks, 9 brigs, 11 schs, ... 3001
ADDED.—Brig Samuel Cook, ... 140
WITHDRAWN—Brigs Carter Braxton, J B Dodds, Jane Howe, schs Outesie, Stranger, Tarquin, ... 735 595

Jan'y 1, 1847.—3 barks, 7 brigs, 8 schs; tonnage, 2406

LYNN.

Jan'y 1, 1846.—3 ships. Same Jan'y 1, 1847, ... 980

PLYMOUTH.

Jan'y 1, 1846.—3 ships, 1 brig, 1 schr, ... 999
SOLD—Ships Triton, Mary & Martha, ...
LOST—Brig Maricaibo, ... 725

Jan'y 1, 1847.—1 ship, 1 schr; tonnage, ... 274

BOSTON.

Jan'y 1, 1846.—1 bark, 1 brig, 1 schr, ... 375
WITHDRAWN—Bark Maine, ...
LOST—Brig Rienzi .....

Jan'y 1, 1847.—1 schooner; tonnage, ... 100

PORTSMOUTH.

Jan'y 1, 1846.—1 ship. Same Jan'y 1, 1847, ... 348

SALEM.

Jan'y 1, 1846.—2 ships. Same Jan'y 1, 1847 660

FALL RIVER.

Jan'y 1, 1846.—5 ships, 2 brigs. Same Jan'y 1, '47 1939

FREETOWN.

Jan'y 1, 1846.—2 barks. Same Jan'y 1, 1847, ... 684

SOMERSET.

Jan'y 1, 1846.—1 bark. Same Jan'y 1, 1847, ... 137

BRISTOL.

Jan'y 1, 1846.—5 ships, 1 brig. Same Jan'y 1, '47, 1743

WARREN.

Jan'y 1, 1846.—25 ships, ... 3218
ADDED—Ship Bowditch, ... 399
Ship William Baker, sold. .....
Ships Galen, and Jane, lost, ... 961 562

Jan'y 1, 1847.—23 ships; tonnage, ... 7656

PROVIDENCE.

Jan'y 1, 1846.—9 ships, ... 3341
SOLD—Ship Bowditch; 399

Jan'y 1, 1847.—8 ships; tonnage 2942

NEWPORT.

Jan'y 1, 1846.—10 ships, 1 brig, 1 schr, ... 3099
WITHDRAWN—Ship Margaret, ... 375
SOLD—Bark Le Baron, ... 170 545

Jan'y 1, 1847.—8 ships, 1 brig, 1 schr; tonnage, ... 2554

STONINGTON.

Jan'y 1, 1846.—26 ships, ... 8076
Add ship Betsey Williams, ... 400

Jan'y 1, 1847.—27 ships; tonnage, ... 8476

MYSTIC.

Jan'y 1, 1846.—18 ships, ... 5521
LOST—Bark Blackstone, ... 258

Jan'y 1, 1847.—17 ships; tonnage, ... 5263

NEW LONDON.

Jan'y 1, 1846.—69 ships, 1 brig, 6 schs, 1 sloop, ... 26522
Add ship McLellan, sch Sarah Lavinia, ... 490
Deduct ship Helvetia, and sch. Emma, lost, ... 497 7

Jan'y 1, 1847.—69 ships, 1 brig, 6 schs, 1 sloop, Tonnage, ... 26515

BRIDGEPORT.

Jan'y 1, 1846.—3 ships. Same Jan'y 1, 1847, ... 972

SAGHARBOR.

Jan'y 1, 1846.—63 ships: 23103
Deduct ship Helen, lost, ... 424

Jan'y 1, 1847.—62 ships; tonnage, ... 22679

NEW SUFFOLK.

Jan'y 1, 1846.—2 ships. Same Jan'y 1, 1847, ... 501

GREENPORT.

Jan'y 1, 1846.—11 ships: Same Jan'y 1, 1847; 3255

NEW YORK.

Jan'y 1, 1846.—1 ship. Same Jan'y 1, 1847, ... 495

COLD SPRING.

Jan'y 1, 1846.—8 ships. Same Jan'y 1, 1847, ... 3315

TOTAL:—Whole number of vessels employed in the Fishery January 1, 1847, 670 ships and barks, 31 brigs, 20 schs, 1 sloop. 230,213 Tons.

Whole number employed in the Fishery Jan'y 1, 1846, 678 ships and barks, 35 brigs, 21 schrs. and 1 sloop. 233,189 Tons.

Showing a diminution in the whaling fleet of 8 ships: 4 brigs, and 1 schr, in 1846, amounting to 2971 tons. 2,971 Tons.

1846

THE WHALE FISHERY.---We are indebted to the Whalemen's Shipping List of the present week, published in this town, by Mr. Henry Lindsey, for the use of important tables, carefully prepared for that paper, showing the present and comparative condition of the Whale Fishery throughout the United States, with reference to the imports of Oil and Bone, number and description of vessels employed, prices of oil, &c. &c. These statements have all been derived from the most authentic sources, and their general accuracy may be relied upon. It will be seen that the quantity of Sperm Oil imported during the last year is much less than in several years preceding, and falls short of more than one third the average imports during the preceding eight years. The imports of Whale Oil, also, are less than in several preceding years; while the average length of voyages, and consequently the expense of "catching," has exceeded those of former years. The amount of tonnage now employed in the Whale Fishery from all the ports in the United States, shows a diminution of 2,971 tons, since the 1st of June, 1846. The tables will be found in a subsequent column.

1841

WHALE FISHERY OF THE UNITED STATES.—The Boston Advertiser contains the following annual statement, compiled by a correspondent at Nantucket:

ARRIVALS OF OIL INTO THE U. S. IN 1841.

Ports of arrival.	Ships and Barks.	Brigs.	Schrs.	Bbls, Sperm,	Bbls. Whale.
N. Bedford,	48	7	2	54,860	49,555
Nantucket,	21	2	1	39,791	3,405
Fairhaven,	13	0	0	8,280	18,450
Dartmouth,	1	0	0	2,200	
Westport,	3	3	0	3,180	
Mattapoisett & Sippican	2	6	0	2,280	70
Wareham,	0	3	0	1,430	220
Edgartown,	2	1	0	3,169	50
Holmes' Hole,	1	0	0	500	1,200
Fall River,	2	0	0	950	900
Newburyport,	1	0	0	400	400
Plymouth,	0	1	3	500	13
Salem,	1	0	0	275	1,300
Boston,	2	5	0	6,216	1,000
Falmouth,	1	0	0	1,300	379
Provincetown,	0	5	1	1,025	40
Newport,	1	2	0	2,197	25
Bristol,	3	3	0	2,930	175
Warren,	5	1	0	3,115	5,300
Providence,	3	0	0	2,670	7,350
New London,	15	1	2	4,115	27,890
Stonington,	3	0	0	1,500	5,600
Mystic,	1	1	0	600	1,600
Sagharbor,	22	1	0	5,310	48,620
Greenport,	4	0	0	1,000	6.602
New Suffolk,	1	0	0	260	1,200
Bridgeport,	2	0	0	400	3,700
Hudson,	1	0	0	300	2,600
Poughkeepsie,	1	0	0	500	2,000
Wilmington,	4	0	0	5,600	2,400
Newark,	1	0	0	40	2,460
Cold Spring,	2	0	0		4,250
Jamesport,	1	0	0	150	1,550
Wiscassett,	1	0	0	900	1,200
Portland,	1	0	0	300	2,800
New York	1	0	0		1,000
	171	42	9	157 643	205,164
Arr. in 1841	175	42	6	156 455	203,441

1843

Whale Fisheries of the United States.

The imports of these fisheries into the United States for the year 1843, are thus stated in the Boston Daily Advertiser:

"Ships and barques 193, brigs 23, schooners 13; making a total tonnage of 67,893 tons. These vessels brought in 165 744 barrels of sperm oil, 205,851 barrels of whale oil, and 1,968,047 pounds of bone."

The exports of spermaceti and whale oil and whale bone for the nine months ending on the 30th day of June, 1843, was in value $1,372,028, and $243,308 in spermaceeti candles. Tee Hanse Towns and Halland are our best customers for whale oil, but England takes nearly all our sperm exported.

The first regular attempt to engage in the whaling business in this country was about the year 1672; the English, French, and Dutch were before that time largely eagaged in it. In 1672 the town of Nantucket formed a copartnership with James Lassar for carrying on the traffic, which was done by means of boats from the shore, the whales then being numerous in the neighborhood of the island. The first sperm whale was taken in 1712 by Christopher Hussey, a Nantucket whaleman, who was blown off shore while cruising for "*right whales.*" From this commencement the business increased, and in 1715 Nantucket had six vessels of thirty to forty tons burden engaged in this business, yielding about $5,000 per annum. From this small beginning the traffic has grown to its pre4ent paramount importance among the various hranches of American industry.

Mr Grinnell, a member of Congress from New Bedford stated during the last session that our whaling fleet now consists of 650 ships, &c., tonnaging 200,000 tons, which costs at the time of sailing 20,000,000, and are manned by 17,000 officers and seamen, one half of which are *green hands* when the vessels sail. The value of the annual import of oil and whalebone in a crude state is $7,000,000; when manufactured it is increased in value to $8,000,000: or $9,000,000. Taking the entire amount of exports at $2,000 000, there will be from six to seven millions in value to be consumed at home. Mr Grinnell adds:

"Although this interest is not directly protected by the tariff, of 1842, as its products are cheaper in this country than in any other, yet those concerned in it are decidedly in favor of the protective policy. They have found by experience that when the manufacturers and mechanics of the country are actively employed, they can sell their products at fair prices; and that when duties have been low, and almost without discrimination in favor of such articles as are made in this country, it has been difficult to make sales even at low prices. They are in favor of the protective policy, notwithstanding that the duties on each whale ship and outfits of 350 tons amount to $1.700; they find themselves fully compensated by the home market"

"This fleet of whaling ships (says Mr G.) is larger than ever pursued the business before; commercial history furnishes no account of any parallel. Our ships now outnumber those of all other nations combined, and the proceeds of its enterprise are in proportion and diffused to every part of our country. The voyages of these engaged in the sperm fishery average three and a half years; they search every sea, and often cruise three and four months with a man at each mast-head on the look out without the cheering sight of a whale."

Governor BRIGGS, in his inaugeral speech on the 10th January, 1844, says that Massachusetts has $12,000,000 and 16,000 men engaged in the fisheries, we presume he means home fisheries and the whale fisheries together,) and that her share therein is *twice* as great as that of *all* the other States of the Union.

We omitted to mention in the proper place that the value of dried cod fish, and of pickled herring, shad, salmon, and mackerel exported during the nine months ending with the 30th September last, was $491,217 Cuba, Hayti, and the other islands of the West Indies are our principal customers for these articles.

1843

[From the Whalemen's Shipping List.]

THE WHALE FISHERY.

We give to-day our annual statement of the Whale Fishery, including the Imports and Exports of Oil and Whalebone, Tonnage, number and description of vessels employed in the business in the United States, prices, estimated quantity to arrive in 1844, &c. &c. These tables have been compiled with great care, and we believe may be relied on as correct in every important particular.

IMPORTS

Of Sperm and Whale Oil and Whale-bone into the United States, in the year 1843.

Arrivals at different Ports.	Ships and Barks	Brigs and Schs	Barrels of Sperm	Barrels of Whale	Pounds of Bone
New Bedford	53	3	61,066	40,922	409,220
Fairhaven	14		13,157	11,707	117,070
Mattapoisett	3	1	1,544	331	3,310
Sippican	2	2	1,132	1,446	14,460
Wareham		2	1,165		
Westport	3	3	2,802	41	
Falmouth	2		5,769	820	8,200
Holmes Hole	2		1,600	1,700	17,000
Edgartown	3	1	6,450	150	1,500
Nantucket	18	2	30,280	1,533	15,330
Provincetown	2	11	4,370	975	9,750
Plymouth		3	300	55	550
Boston	2	*6	4,984	170	1,700
Salem	2		800	1,800	18,000
Newburyport	1		600	1,300	13,000
Bath	1		300		
Fall River	2	1	780	4,015	40,150
Somerset	2		442	567	5,670
Bristol	2	1	620		
Warren	11		7,740	9,910	99,100
Providence	2		340	3,260	32,600
Newport	1	1	2,050	50	
Stonington	7		2,415	12,345	123,450
Mystic	3		340	4,560	45,600
New London	20		4,243	35,850	368,500
Bridgeport	1		300	2,100	21,000
Sagharbor	25	1	4,390	49,180	491,800
Greenport	5		860	9,100	91,000
Cold Spring	2		150	3,250	32,500
New York	†2		3,155	2,900	29,000
Poughkeepsie	3		1,770	5,700	57,000
	197	38	166,985	206,727	2,067,270
Bone sent home in Merchantmen,					60.000
					2,127;270

The amount of Bone imported is *estimated* at 1000 lbs. to the 100 bbls oil, which will not vary much from the actual amount. The quantities of oil in the district of New Bedford, are *the actual amounts turned out* by the different vessels.

*3 of these are Merchantmen.
†1 is a Merchantman.

Imports of Sperm and Whale Oil from 1838 to 1843, inclusive.

	Sperm	Whale
1838	132,356	226,552
1839	142,336	229,783
1840	157,791	207,908
1841	159,304	207,348
1842	16 ,637	161,041
1843	166,985	206,727

Exports of Sperm oil, Whale and other fish Oils, (in bbls) and Whalebone (lbs) from the United States, from Jan 1, 1838 to June 30, 1843, inclusive.

	Sperm	Whale	Bone
1838	5,225	153,154	1,634,570
1839	2,731	47,076	1,445,098
1840	13,797	143,519	1,892,259
1841	11,090	130,124	1,271,383
1842	9,135	124,118	918,280
1843 (6 mos)	12,127	79,997	898,773

Exports and value of Spermaceti Candles, from the United States, during the nine months ending June 30, 1843.

	Pounds.	Dollars.
Quantity and value	964,210	234,049

EXPORTS

Of Whale Oil to foreign ports from the port of New Bedford, for the years

	1841.	1842.	1843.
Bbls.	32,278	26,005	17,201.

EXPORTS

Of Sperm and Whale Oil, Whalebone and Sperm Candles from the port of New York during the years 1842 and 1843.

	Sperm. gals.	Whale. gals	Bone. cwt	Candles. bxs.
1842	275,227	2,445,806	11,013	11,384
1843	472,563	2,567,916	14,521	11,856

STATEMENT

Of the prices of Sperm and Whale Oil and Whale Bone on the first of each month from 1838 to 1843, inclusive, together with the average price per year for six years, and the average price for six years.

1838	Sperm	Whale	Bone
Jan.	82 cts.	30 cts	21cts
Feb.	80	30	20
Mch.	80	30	19
Apl.	78	30	18
May,	78	30	17
June	75	32	19
July	78	33	20
Aug.	80	33	20
Sept.	85	33	21
Oct.	90	33	21
Nov.	95	35	20
Dec.	97	37	19
Average	83 cts	32 cts	19½cts

1839	Sperm	Whale	Bone
	102 cts	34 cts	18 cts
	102	34	17
	103	34	18
	112	36	18
	110	37	18
	102	35	18
	100	35	19
	100	35	19
	102	34	19
	106	39	19
	*100	31	18
	98	30	18
	103	34½	18¾

*This month there was a panic, and some sperm oil sold as low as 85 cts.

1840	Sperm	Whale	Bone
Jan.	100 cts	30 cts	18cts
Feb.	105	30	18
Mch.	104	31	18
Apl.	104	31	19
May	102	32	22
June	92	31	19
July	90	30	19
Aug.	90	30	19
Sept.	95	30	19
Oct.	100	30	19
Nov.	105	30	19
Dec.	106	30	19
Average,	100	30½	19

1841	Sperm	Whale	Bone
	105 cts	32 cts	19 cts
	104	32	19
	104	32	20
	96	30	19
	89	30	19
	81	30	18
	83	30	18
	90	31	18
	93	32	19
	93	33	23
	95	33	22
	93	35	22
	94	31¾	19⅔

1842	Sperm	Whale	Bone
Jan.	92 cts	33 cts	22 cts
Feb.	91	37	20
Mch.	83	35	23
Apl.	77	34	23
May	71	33	23
June	68	32	24
July	64	32	22
Aug.	65	32	23
Sept.	68	32	—
Oct.	68	32	32
Nov.	64	34	31
Dec.	60	34	31
Average,	73	33¾	23

1843	Sperm	Whale	Bone
Jan.	53	34	30
Feb.	57	34	30
Mch.	54	34	30
Apl.	55	34	26
May	55	34	27
June	60	33	30
July	63	33	36
Aug.	67	33	35
Sept.	70	35	42
Oct.	72	37	43
Nov.	78	40	50
Dec.	78	40	50
Average,	63	34½	35¾

1844—Jan 1, *Prices*, Sperm 80 cts; Whale, none; Whalebone, 50 @ 55 cts. The average prices of oil and bone for 6 years is Sperm, 86 cts; Whale, 32 5-6 cts; Bone, 22½ cts.

The amount of tonnage and number of vessels employed in the fishery on the 1st of January, 1844, from the United States are as follows:

	Ships & Barks	Brigs	Schs	Tonnage
District of N. B. New Bedford	214	5		69,803
Fairhaven	45			14,350
Dartmouth	1			387
Westport	7	4		1,982
Mattapoisett	5	5		1,938
Sippican	5	2		1,335
Wareham	4	2		1,366
Falmouth	5			1,826
Holmes Hole	3			1,037
Edgartown	7	3		2,936
Nantucket	67	2		26,668
Provincetown	3	7	7	2,354
Lynn	2			583
Duxbury	1			206
Plymouth	3	3	1	1,409
Boston	3			551
Newburyport	1			414
Portsmouth	1			348
Salem	6			1,876
Fall River	5	2		1,988
Freetown	1			349
Somerset	2			369
Bristol	6	2		2,116
Providence	8			2,998
Warren	19			5,964
Newport	9	3		3,324
Mystic	9			2,647
*Stonington	19			5,616
*New London	50	1		17,684
Sagharbor	49			17,598
Bridgeport	3			913
New Suffolk	1			274
Greenport	8			2,863
Cold Spring	4			1,436
New York	3			1,092
Poughkeepsie	1			343
Hudson	2			643
Newark	1			366
Wilmington	3			1023
Total,	595	41	8	200,484

The number of vessels in the business on the 1st of Jan 1843, was 594 ships and barks; 75 brigs, and 6 schrs, a tonnage of 199,192; being one less ship, 34 more brigs, two less schooners, and 1292 less tons than in 1844,

*Brig Enterprise, of Stonington, sealer, of 95 tons; schrs Betsey, of New London, do. 125 tons; Franklin, do. do. 119 tons; Hand, do. tender, 86 tons; and sloop Shaw Perkins, do do. 55 tons, are not included in the amount of tonnage of these ports. Ship Sheffield, recently bought for a whaler, is also not included.

Estimate of Ships and oil to arrive in 1844.

There are 72 sperm whale-ships which may arrive in 1844, (that will be 35 to 60 mos out) with 1500 bbls sp and 150 wh each,

	Sp	Wh
	108,000	10,800
3 sperm-whale ships that may arrive in 1844, (that shipped a part or the whole of their sperm oil home in 1843,) with 500 bbls sp and 500 bbls wh each	1,500	1,500
106 two season right whalers that may arrive in 1844, with 1950 wh and 250 sp each	26,500	206,700
10 one season right whalers may arrive in 1844, with 100 sp and 1400 wh each	1,000	14,000
40 Atlantic sperm whalers that may arrive in 1844, with 275 sp and 25 wh each	11,000	1,000
Estimated quantity to be sent home from outward bound whalers &c	3,500	
	148,500	234,000
Deduct for oil to be sold in S. America		8,000
Total, bbls.	148,500	226,000

List of vessels which have been added to the fleet during the year 1843.

At *New Bedford*, ship Roscius, bark Champion, 636 tons.
At *Nantucket*, ship Empire, 403 tons.
At *Plymouth*, brig Yeoman, 180 tons.
At *Providence*, ship South America, 616 tons.
At *Warren*, ship Covington.
At *Provincetown*, brig Rienzi.
At *New London*, ships Alert, 398 tons; Benj Morgan, 405; Hannibal, 441, Nantasket, 434; Lowell, 414; Isaac Hicks, 49; total, 2,389 tons.
At *Sagharbor*, ships Alexander, 370 tons; Josephine, 237; Citizen, 405; Helen, 224; Manhattan, 440; Illinois, 415; Ontario, 489; Wm Tell, 370,—total, 3367 tons.
At *Greenport*, ship Philip 1st.
At *Stonington*, ship Calumet, 317 tons.
At *Cold Spring*, ship Richmond, 437 tons.

Whalers transferred from one port to another are not included in the above.

List of vessels lost, condemned and withdrawn from the business, during the year 1843.

New Bedford, ships Parker, lost; Grand Turk, condemned; brigs Bogota, do; Laurel and Emeline, withdrawn, 1102 tons.
Fairhaven, ship Cadmus, lost, bark Benezet, do, 512 tons.
Edgartown, bark Athalia, withdrawn, 162 tons.
Falmouth, bark Brunette, withdrawn, 187 tons.
Boston, brig Carib, withdrawn, 162 tons.
Quincy, bark Creole, withdrawn, 222 tons.

2/

1836

WHALE FISHERIES.—The following statement of the importations of Oils and Whalebone into the United States during the past year has been derived from an authentic source and may be relied on for its correctness. It will be perceived that the quantity of *Sperm Oil* imported in 1836 is less by about 42,000 bbls. than the quantity of the same article imported in the preceding year. The importations of Whale Oil exceed those of 1835, only 9319 bbls, which is considerably less than had been anticipated. The quantity of Oil and Whalebone imported during the year, at an average of the prices at which it has been sold, amounts to $5,689,394 40.

In January, 1836, Sperm Oil sold for 90 cents per gallon, by the cargo, and in January, 1837, although the quantity brought in is 42,000 bbls less it is now selling at the same rates, when almost every other article of traffic has advanced in price about 25 per cent.

Importations of Oils and Whale Bone into the United States in 1836.

	Sperm.	Whale.	Bone.
New Bedford	58651 bbls	54550 bbls	474883 lbs.
Nantucket	33960	1900	
New London	3692	19845	
Sag Harbor	2740	24650	
Warren	3860	3790	
Bristol	3850	1475	
Falmouth	5300	300	
Hudson	3220	140	
At other ports	14725	24418	
Estimated amount of bone, except N. Bedford			573885

TOTAL.			
Sperm oil	130998 bbls	88 cts.	$3,631,154 56
Whale oil	129968	44	1,801,146 28
Whale bone	1028773 lbs	25	259,193 25
			$5,689,494 29

1835.	
Sperm oil	172683 bbls.
Whale oil	120649

[In the above statement, the account in N. Bedford has been taken from the actual guages—for other ports, the quantity of oil on arrival, and the whalebone from estimate.]

1837

The Whale Fishery.—The Nantucket Inquirer gives the following statement of recent unsuccessful whaling voyages :—

Four whalers from the Pacific Ocean have arrived within a few weeks—two at this and two at neighboring ports—which have been exceedingly unsuccessful, or as the phrase goes, unlucky; and many others, in like predicament, are daily expected. We propose to state some of the particulars of these four voyages, that all who are disposed to examine the subject may judge of the *chances* for a profitable investment of capital in this fishery, by comparing the outlays with the actual returns. One of these ships, carrying four boats, and a complement of 28 men, after an absence of 49 months, brought in a fare of 1400 bbls. sperm oil; another, with the same number of boats and men, was absent 47 months, and brought home 800 bbls.; a third, with 3 boats and 22 men, was gone 36 months, and returned with 400 bbls.; the fourth, with a like number of boats and men, was out 43 months, and came home with 1200 barrels.

We estimate the cost of outfits, respectively, at 48,000, 45,000, 23,000, and 38,000 dollars—making an aggregate of $154,00—to which add 30 per cent. for interest and insurance, and the total cost, to the owners, is about $200,000.

There were 100 men employed during nearly four years, at the above enormous cost, and the returns are as follows; 3800 bbls oil, worth at present value, after deducting the portions belonging to the officers and crews, about $86,000;—four ships and appurtenances valued at 18,000, 10,000 6,000 and 9,000 dollars, respectively—making $43,000; and demands against the crews in favor of the owners, to the probable amount of 7,000, or 8,000 dollars. The whole returns therefore, may reach the sum of $107,000—thus showing conclusively that the *owners* alone, to say nothing of the *operators*, have suffered losses, in these four recent cases only amounting to between *ninety* and *one hundred thousand dollars!*

1840

Whale Fishery.—Since the publication of our extensive catalogue of American shipping engaged in the Whale Fishery, we have been favored with communications from various ports whence that branch of industry is pursued, containing valuable and interesting information, of which we shall make due use, at the next appearance of our "Compendium." Meantime, we return thanks to our respective correspondents at Sagharbor, Greenport, Rochester, &c. for their kind attentions; hoping also that their example will be followed by gentlemen in other ports who feel an interest in this important subject.

We would also here acknowledge the receipt of a communication from a respected correspondent at Paita, Benj. Starbuck, Esq. covering a full and circumstantial report of the Whale Ships, which anchored at that port within the year 1839. Some of the items embraced in this list, which have not hitherto reached us, will be found under our marine head. It appears that within the twelve months included in the record, no less than 33 ships touched at the port in question; 31 of which were consigned to our correspondent. Of these 10 belonged to Nantucket, 17 to New Bedford and Fairhaven, 4 to Newport and Bristol, 1 to Stonington, and 1 to New London—their aggregate tonnage upwards of 110,000—or an average capacity of 336 tons. By the same conveyance we also received a list of all the whale ships which visited the coast of Peru during the year 1889, together with many interesting details.

Our correspondent at Sippican reminds us that by a late act of Congress, that place and Mattapoisett are constituted ports of entry within the district of New Bedford; and that consequently the vessels enumerated as belonging to Rochester, should be set down as belonging to Mattapoisett.—[Nantucket Inquirer.

Whale Fishery Reports Annual

1828

JAN. 30 - 1829

WHALE FISHERY—NEW-BEDFORD

An abstract showing the number of Vessels which have arrived at the District of New-Bedford during the year 1828, with the quantity of oil obtained.

From the Pacific Ocean,

	Bbls. Sperm. Oil.	Whale Oil.
10 ships.	18,592	
From the Brazil Banks, 21 ships,	2,212	28,502
From the Atlantic Ocean, 11 brigs—3 sch'rs,	4,064	
Oil sent home by outward bound ships,	425	
Total	25,293	28,502

And 262,310 pounds of Whalebone.

During the year 1828, there have sailed,

For the Pacific Ocean,	27 ships
	1 brig
For the Brazil Bank,	22 ships
For the Atlantic Ocean, and Coast of Patagonia,	12 brigs
	2 schs.
Total,	64 vessels

Sailed previous to 1828, and not arrived Dec. 31, 1828.

For the Pacific Ocean.	23 ships	
	2 brigs	
For the Brazil Bank,	2 ships	
For the Atlantic Ocean,	1 brig	
In port Dec. 31, 1828,	2 ships	
	1 brig.	Total 95
Brig Emily lost in 1828,		1
Whaling Vessels belonging to the District of New-Bedford, Dec. 31, 1828,		94

	Ships	Brigs	Sch'rs.	Total
New-Bedford,	67	8	1	76
Fairhaven,	9	3		12
Dartmouth,		1		1
Westport,		4		4
Rochester,			1	1
	76	16	2	94

1 vessel is out which sailed in 1825.
8 - - - - - 1826.
19 - - - - - 1827.
63 - - - - - 1828.
3 in port, Dec. 31 1828.

1829

THE WHALE FISHERY.—On this subject we find the following interesting article in the New-York Enquirer:—

The Whale Fishery of Nantucket and the neighboring seaports, is one of the most interesting branches of industry which the country possesses. From Cape Cod, along the sea shore to New-London, the towns on the sea board have been employed for several years in that adventurous navigation. It first originated, we believe, in the Island of Nantucket, a sterile, bleak spot. The character of the New-England whalers have something of the steadiness, the sobriety and evenness of the ancient Puritans or modern Quakers. A graphic history of the Nantucket whale fishery, from the earliest times, would be an interesting volume.

Nantucket, New-London, Stonington, Newport, New-Bedford, and Edgartown, are the principal towns engaged in this business. The whole number of ships employed at the present time, or the "fleet" as called by the whalers themselves, is about 200. They average 275 tons burden each; but many of them are 500 while others are only 200. Yet with these small vessels they traverse the widest oceans and the most stormy seas. Large ships are now gradually introduced into the fleet. This has, in part, arisen from the scarcity of the whale, and the increased length of the voyage. From the year 1815 to 1824, the "fleet" performed 178 separate voyages averaging 29 months on each voyage. The proceeds of the voyage amounted to 362,600 barrels of oil, being an average of 1700 for each ship.

The whale ships are provisioned for three years. It is highly interesting to witness the preparations for one of these long voyages among the mothers, wives, and sisters of the brave and hardy men who perform them. Natural affection shows itself in a thousand delightful forms. The whalemen say they live much better at sea than at land. They are furnished with tea, chocolate, coffee, besides many other delicacies. The industy and watchfulness of the females in aiding to fit them out, are commensurate with the feelings of the sex. Their clothing is particularly attended to, as they have to visit distant regions and cold latitudes. When they depart a thousand and a thousand prayers are sent up by those they leave behind. The young, the old, the middle aged mingle on these interesting occasions.

In consequence of these cares the whale crews are most generally healthly. In hardihood they are scarcely equalled in the world. Some of them sail round Cape Horn, and others round the Cape of Good Hope; by which courses they frequently meet in the midst of the Pacific, and exchange salutations among the Society Islands. These "old salts" are better acquainted with these seas than any other seamen in the world. From the Southern Pacific to the Indian and Chinese seas there is scarcely an Island, a rock, or a reef, which are known, that they cannot put their finger upon; many, indeed, are known to them alone. The caution with which they navigate these seas has been the principal cause of the few shipwrecks they have suffered. Two men are always stationed at the mast head, whose duty it is to keep a sharp look out for land and breakers. Many of the islands in these seas are low and invisible from the deck of a distant vessel—many of them are not laid down in any chart, and many of them are very incorrectly marked by geographers.

The whale ships seldom remain over three months at a time on each whaling ground. The kind of fish most in request is scarcer than it was in former days. During the ten last years, it is calculated that 10,000 whales a year have been killed, of which 8000 are caught, and 2000 escape, being only wounded, although they seldom survive the encounter. In their long voyages, the young men study mathematics, navigation, geography and the history of the South Seas, as connected with their hazardous professions. There is much real knowledge on these points, communicated from the older to the younger sailors. The hardships of their business are numerous and appalling; their life is diversified by many curious events, strange sights, severe storms, and frequent gleams of sunshine and happiness.

The Whalers may be called the free Indians of the Ocean, for their life partakes of all that enthusiasm and suffering which the latter experience in the wild woods of the west. The numerous islands in the seas they frequent, vary much their eventful lives There is nothing more delightful than the approach to one of those beautiful islands in the South Seas, in a fine day, a clear sky, a smooth ocean, and before the impetus of a steady breeze. On these islands are found yams, fish, cocoa, and frequently the bread fruit tree, in great plenty; at such places they often remain a few days, recruit their crew, traverse the island, feast themselves on its natural wealth, and then step on board with renovated frames, and increased confidence for their usual pursuits.

The whale ships are gradually proceeding further South than they have been heretofore accustomed to do. The seal traders have for years gone beyond the regular whaler towards the South pole. Many of the islands in these remote regions are very imperfectly known. The currents are uncertain, and the variations of the needle are in a comparative state of obscurity. Heretofore the Nantucket whalers have had to construct their own maps and charts, which necessarily cost them much individual labor and expense. The proposed exploring expedition to the South seas would improve the knowledge of these seas—give unquestionable aid to the rising race of whalemen, and effect much for the interests of the nation. The employment of such men as have been brought up in the naval school of Nantucket would also be an advantage. This we learn has been done. Lieutenant Pinkham, of the Navy, is a hardy, intelligent and adventurous son of Nantucket; and he, it is said, will accompany the expedition.

1828—1868

Opposite End for

"Junior" Mutiny

Krisebrain article

Standard 11/27-1896



W. H. TRIPP.

— FROM —
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